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Save for one exception, all of the contributors to this bulletin are making their first contribution. We are glad to welcome them to our columns.

The paper presented by Mr. Hicks represents the possibilities of an intensive study of a carrier, even at this late day. The Cumberland & Pennsylvania R. R. has been a hobby of his for a number of years. He has visited that section many times, visited with the officials, talked with the men that operate the road and ridden from one end to the other several times. His study is set forth in this publication and we hope our members will enjoy it but the fact that the author has stuck to his favorite little carrier and seen it through to its conclusion is what appeals to your Editor.

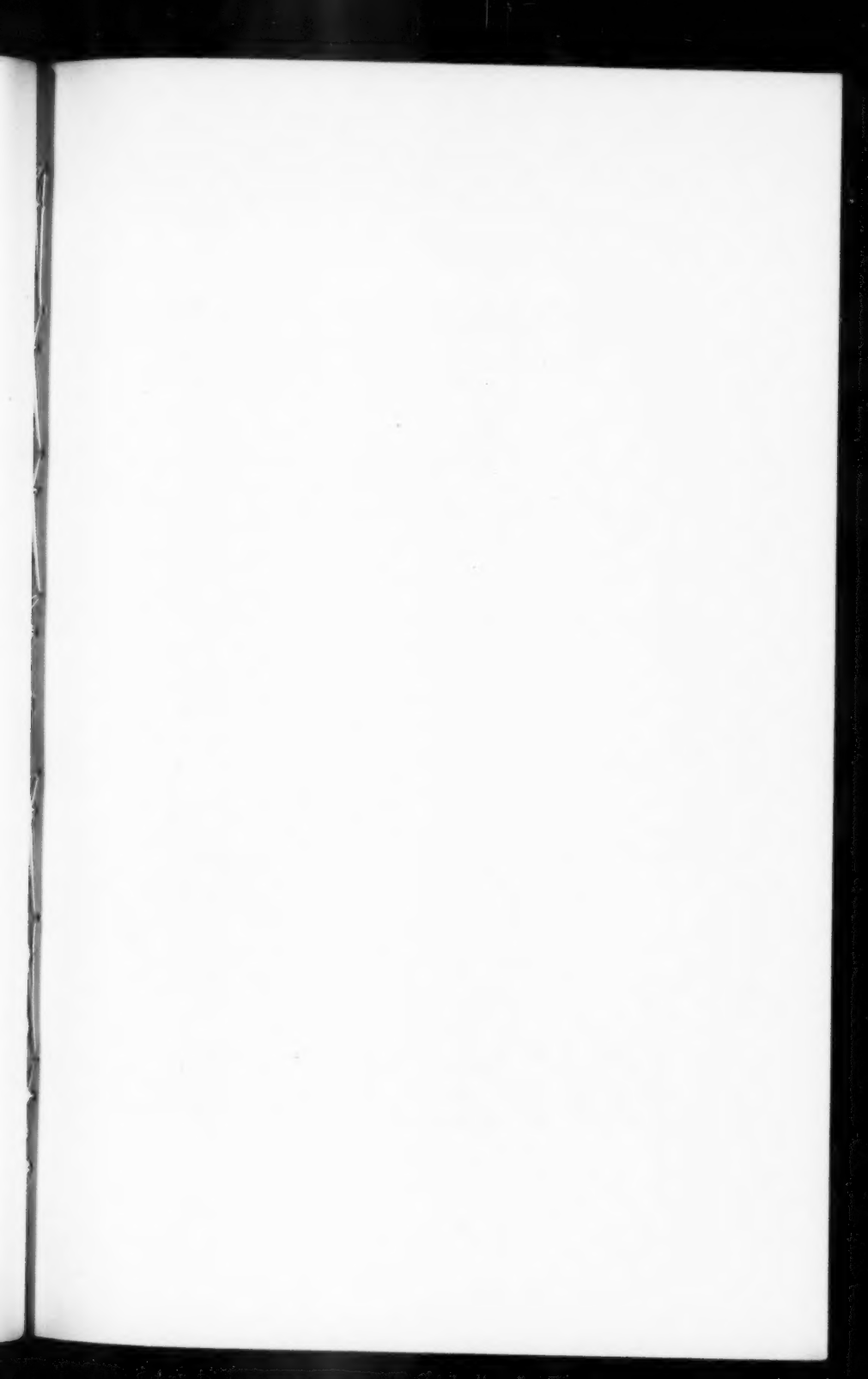
Out on the Pacific Coast we welcome the contribution on the Monterey & Salinas Valley R. R., the first narrow gauge railroad in California. The grandfather of the author was one of the founders of this little enterprise and the fact that one of its coaches is used by our Pacific Coast Chapter as a place of meeting makes the article of especial interest.

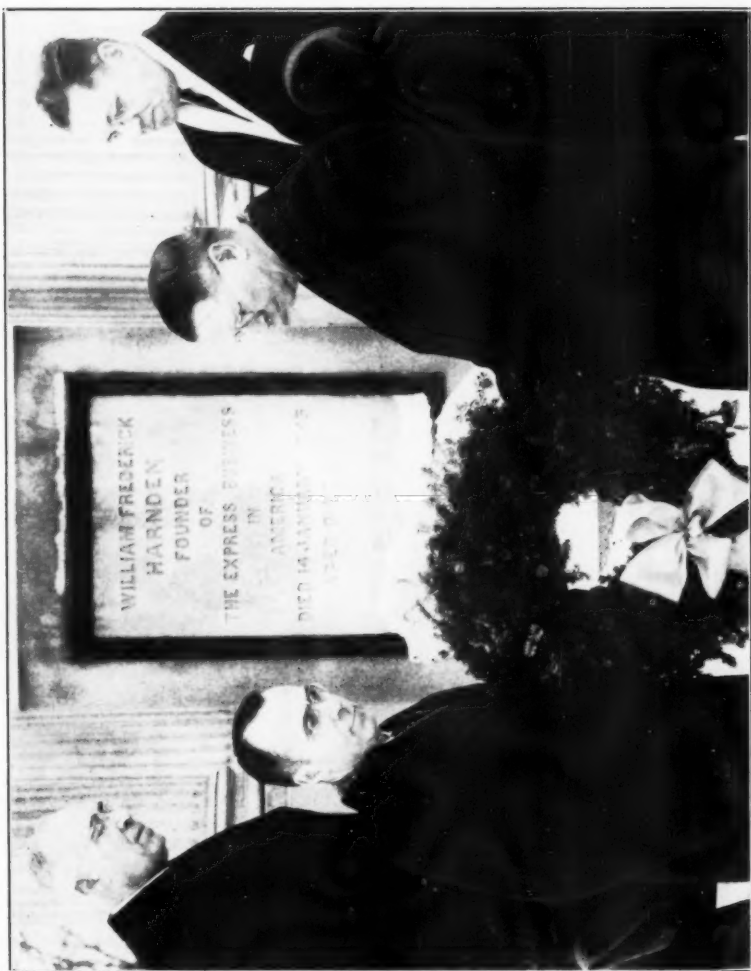
Prior to its electrification in Chicago, the Illinois Central R. R. used an interesting type of locomotive to handle their suburban trains. The first of these came from the builder and then the road found it to their advantage to convert certain road engines to this type of service. For nearly fifty years these little "double enders" performed their faithful service, especially during the Chicago Fair in 1893. Like a great many other things, they are only a memory now, but we appreciate having Mr. Medin's record of them in our bulletin.

Mr. Allen has favored us with another contribution on the Maine Central R. R. and we are glad to record the hundredth anniversary of the death of William F. Harnden. When the officials of the Railway Express Co., can take time out from their busy lives during this stress of war and pay tribute to the founder of that great industry, it reveals an interest in the personal and historic side that is not usually found in our great corporations of today.

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From Left to Right—Leonard F. Whidden, Member of Railway & Locomotive Historical Society, Inc., and General Agent, Railway Express Agency, Boston, Mass.; James P. Downey, Supt., Railway Express Agency, Boston, Mass.; Ralph A. Cox, General Manager, Railway Express Agency, Boston, Mass.; Laying Wreath on the Monument in Mount Auburn Cemetery, Cambridge, Mass., at the one hundredth anniversary of the death of William F. Harnden, Jan. 21, 1959.

The Monterey and Salinas Valley Railroad— California's First Operating Narrow Gauge

By EDWARD T. PLANER, JR.

INTRODUCTION: THE NARROW GAUGE'S PLACE IN THE SUN

The period from the late eighteen sixties to well into the eighties was characterized by a rash of railroad building in the United States, particularly by the great extension of narrow gauges, which pushed and puffed their diminutive but aggressive way into areas rich in immediate productiveness as well as into desolate regions offering little but hopes and perhaps a future to the new mode of transportation which had invaded them.

Many of these experiments never got beyond the paper planning stage; others grew for miles and then withered, while a very few survived into our own day, to become the Sunday objectives of railroad excursionists and of historians interested in regional peculiarities of a bygone era.

From 1868, such names in California as the San Lorenzo Railroad, the Suisun, Berryessa, and Clear Lake Railroad, the California and Oregon Railroad, the Alameda Valley Railroad, were to afford much reading in the columns of the local newspapers, but were not, in most cases, to fulfill any or all of the golden prophecies of starry-eyed editors who saw in them the solution to all economic ills and the key to perpetual prosperity.

The narrow gauge's brief moment in the sun was based in large part on its comparative cheapness of construction and operation. The panic of 1873 made funds for large-scale railroad projects difficult to obtain, yet the pressure for adequate transportation at reasonable rates, particularly of the products of valley farms to shipping points, persisted.

The House of Representatives Committee on Railroads, 1874-1875, stated its belief that "narrow gauge railroads are destined to become the important, if not the controlling element in the solution of the problem of cheap transportation."¹ It was estimated that narrow gauge roads could be built for only fifty or sixty per cent of the cost demanded for the construction of broad gauge lines. As a result of this reasoning, the year 1880 saw the peak of this type of construction when at least 5,267 miles of narrow gauge railway were completed in the United States.²

From rather sketchy figures available for California, the golden state felt only the outer fringes of this storm of building, as there were only 195 miles of narrow gauge road as against 2,419 miles of broad gauge by December, 1877.³ Subsequent mileage additions were made,

¹ Haney, L. H., *A Congressional History of Railroads in the United States, 1850-1877*, 254-255.

² *Ibid.*, 245.

³ Report of the Board of Commissioners of Transportation.... as quoted by the *San Francisco Bulletin*, Feb. 9, 1877.

of course, by 1880, but the ratio of narrow to broad held in the indicated proportion.

As early as the spring of 1868, citizens of the Salinas Valley were interested in solving the problem of moving economically their chief product, wheat, from their ranches to tidewater terminals on Monterey Bay. A charter or franchise was granted to the Messrs. Hale, Walrath, McColl, and Tenney on March 11 for the construction of a line from Monterey to Natividad.⁴ By mid-March, definite assurance was given that the "Monterey and Natividad Railroad is a fixed fact, . . . and that the survey will commence [at once]".⁵

In the summer of 1868, Engineer Kidder spent six weeks in making a preliminary survey of the projected line, and in August he reported to his San Francisco sponsors, Holliday and Brenham, a company operating a steamship line and at that time engaged in building 150 miles of railroad in Oregon.

What happened to Mr. Kidder's report or the reception it received in San Francisco can best be judged by this fact—no railroad between Monterey and Natividad was built. The time was not yet ripe, the citizenry was not yet sufficiently interested or concerned, and the project was dropped.

In the ensuing years, the rich valley grew in population, the wheat acreage increased, the markets of the United States and England absorbed ever-increasing quantities of the golden grain. Difficulty of reaching tidewater for shipment abroad became a profit-consuming problem. Some relief was anticipated in the advent of the Southern Pacific in Salinas on September, 30, 1872, when a freight train of thirty-four cars rolled into the depot and was greeted by crowds, and a salute of one hundred guns.⁶ But this road was continued on down the valley, reaching Soledad by December 20, and it did not offer either local water connections or reasonable rates for a long haul to Oakland or debarkation waypoints. The wheat shipment problem of the Salinas Valley farmer was no nearer solution than when Mr. Kidder made his summer surveys of a projected route to Monterey four years earlier.

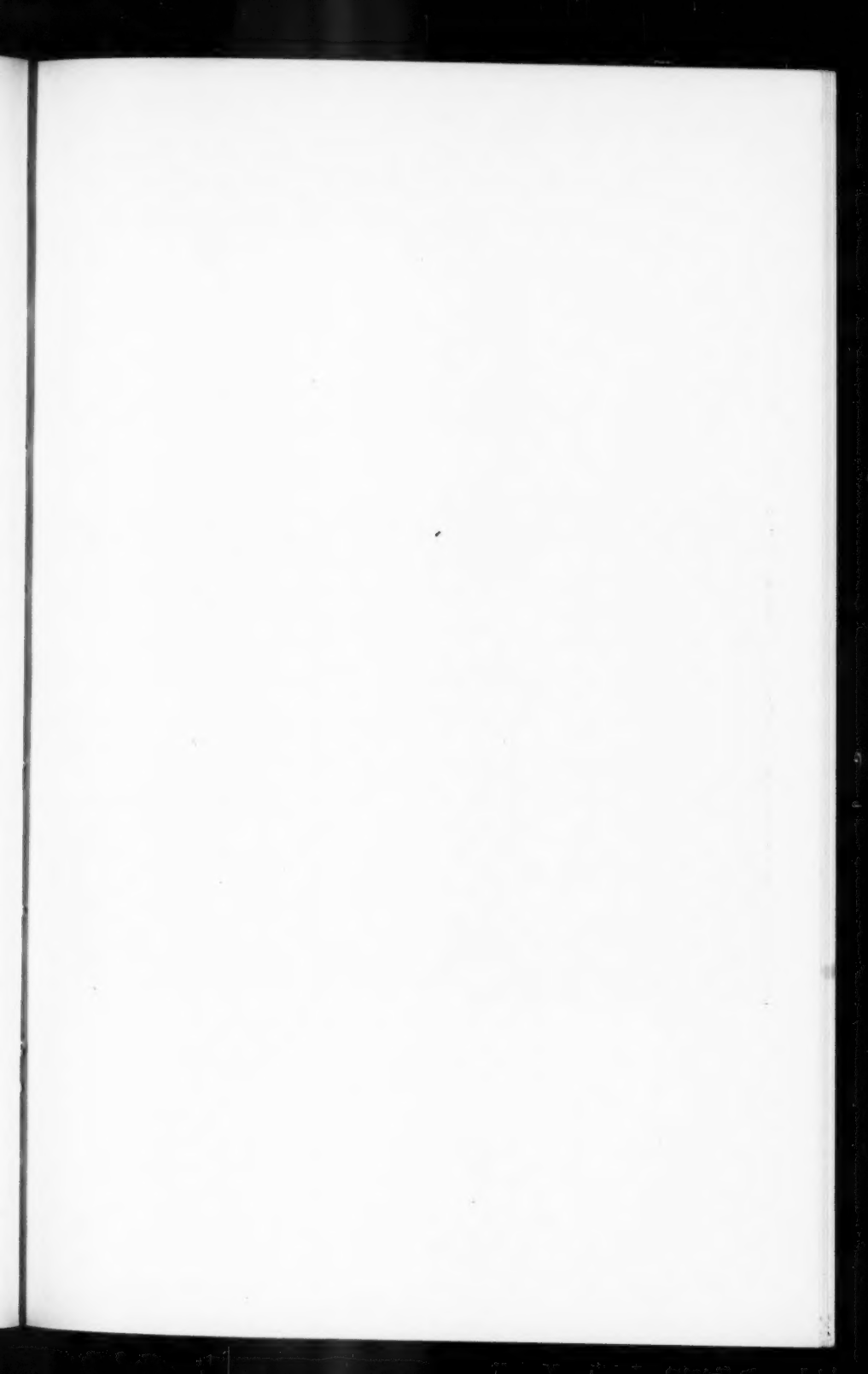
CHAPTER I: BEHIND CLOSED DOORS

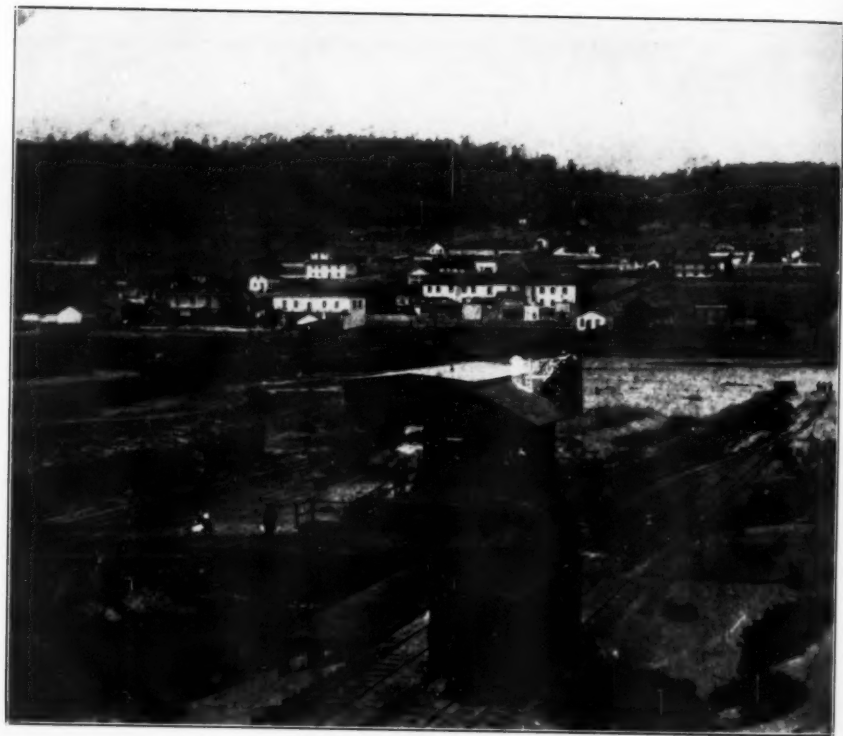
In order to cut the Gordian knot of their transportation problem, leading property owners of the Salinas Valley resorted to their own initiative, drew upon their own finances and imagination, and launched a project known as the Monterey and Salinas Valley Railroad. In less than a year from the initial meeting of its sponsors, it was to be the operating embodiment of that initiative and planning which crystallized into action on February 26, 1874.

⁴ *Santa Cruz Sentinel*, Feb. 20, 1868.

⁵ *Monterey Democrat*, March 21, 1868.

⁶ Guinn, *History . . . of Monterey and San Benito Counties*, I. 297. Passenger service began in the first week of November, 1873.





Monterey Terminal of the M. & S. V. R. R., 1874.

Pledged to such secrecy that the *Monterey Democrat* could only allude to the purpose and method of the organization meeting, including the acknowledgement that the "discussion has point and method and is sure to result in action,"¹ a group of men met in Granger's Hall, over Vanderhurst, Sanborn and Company's dry goods store in the Brick Block on the corner of Main and Gabilan Streets. There the plan of a railroad to connect Salinas with Monterey was advanced beyond the purely conversational stage to the actual drawing up of articles of incorporation² and to the estimation of the construction cost at approximately \$250,000. Against this, \$300,000 in capital stock was authorized, and \$20,000 was subscribed immediately. When the road is built, as it will be, early enough, there ought to be something like such a celebration as that with which the old Doges of Venice, with bridal ring and all pomp and ceremony, in the presence of thousands of spectators, constantly repeated the mystic betrothal of their fair city to the blue Adriatic.

"No where in the world is there a more beautiful grouping of earth, sea, and sky; no more spacious bay offers itself to shipping, nor is there a safer port than are summed up in the name of the quaint old Spanish town of Monterey, which, destined soon to realize the day dreams of the few who have clung to her fortunes, is by this railroad to be made the resort of thousands competent to appreciate the natural beauties of her landward surroundings and the commercial merits of her long-time deserted harbor."³

Thus in lyric fancy spoke the editor of the *Monterey Democrat* as he paid sanguinary tribute to a scheme not yet beyond the paper-planning stage. In another vein, however, he soberly remarks, "... the work is to be commenced at once, it being the positive purpose of those concerned to press it to completion in time to move this year's crop. Amen, say we all!"⁴

This latter more serious evaluation of the project better sums up the spirit behind the enterprise than the more flowery reference to the wedding of Venice to the sea.

CHAPTER II: CONSTRUCTION

Mr. John F. Kidder, who had had previous surveying experience for the projected Monterey-Natividad line of 1868, was employed as chief engineer and superintendent of construction of the new narrow gauge. Work of surveying was expedited by Kidder's familiarity with the terrain, and by the existence of some of his earlier-driven surveyor's pegs along the proposed route. By mid-March, 1874, a surveying party was busy at the Monterey end of the line.

¹ *Monterey Democrat*, Feb. 28, 1874.

² Articles of incorporation in full will be found in the *Monterey Democrat* for March 7, 1874, and in the *Salinas Index* for March 5, 1874.

³ *Monterey Democrat*, March 7, 1874.

⁴ *Ibid.*

The route to be followed was obvious, and offered few natural obstacles. From the termini, 18.4 miles intervened, mostly level or slightly rolling land, composed largely of easily-excavated sea-sand. "Under more favorable circumstances a railroad could hardly be undertaken. . ."¹

The major problem to be solved was the spanning of the Salinas River, a deceptive stream, treacherous with quick sand, subsurface channels, and holes. The line was to start from the foot of Washington Street, Monterey, and, following the beach for about one and one half miles, it was to go to the mouth of Noche Buena or Myers Lagoon; then it was to follow the wagon road to the Salt Lagoon, thence to a point on the Salinas River about three quarters of a mile above Estrada's Crossing, and about two miles below the Blanco Crossing, from which point it was to pursue an airline to Salinas. When a thousand-foot wharf at Monterey and a fifteen hundred foot trestle over the river are added to the length of the route, it totals eighteen and one half miles.

As planned, none of the curves were to be sharper than on the Central Pacific, and "as to time, thirty miles per hour will be made with ease."²

Within five weeks the work of surveying had been completed, and the way was prepared for grading and actual track-laying. On April 16, a call went out for labor, with the promise made that "forty or fifty white men and as many more Chinamen would be put to work at once in grading from Monterey to Salinas."³ At the same time, R. C. Wornes, proprietor of Salinas' "Charley's Oyster and Chop House", on Main Street, opposite Mills' Livery Stable, was given the contract to feed the white men engaged on the project.

Without fanfare or pageantry, work was begun on the Monterey and Salinas Valley Railroad at seven o'clock Monday morning, April 20, 1874, at a point two miles from Monterey. The chief ceremony consisted in President C. S. Abbott issuing the necessary orders to the grading crew, and showing them how to land a scraper-load of earth on the line of the grade, by actually doing it himself. Then seeing that everything was in proper trim for work, and that the hundred men engaged in grading were at their task, he left, and was in Monterey at the time the anxious ones were about to leave for the scene of the ground breaking.

The following day, one of Abbott's friends, meeting him, inquired, "Well, Carr, what kind of a time did they have?"

"Oh, nothing unusual," replied the President. "People expected me to lie idle with ten or twelve men, for useless ceremony. I haven't time for such damn foolishness. I am a worker and mean business!"⁴

By the week ending April 25, there were 140 laborers employed, half white, half Chinese. The use of Chinese workers caused criticism,

¹ *Monterey Democrat*, March 7, 1874.

² *Monterey Democrat*, April 4, 1874.

³ *Salinas Index*, April 16, 1874.

⁴ Guinn, 1, 297.

and President Abbott authorized the *Monterey Democrat* to say that they were hired because of lack of sufficient white help, and that all white laborers applying would be given employment at good wages.⁵

The immediate objective of the builders was to have the road open and functioning in time to move the valley's wheat crop, which meant early fall at the very latest. Optimistic predictions suggested mid-August as an attainable date. To achieve this meant a never failing supply of competent labor, an expeditious crossing of the treacherous Salinas River, the punctual arrival of supplies at Monterey, including motive power equipment, the smooth operation of the car shops, plus the solution of all those minor vexations which beset any builder.

The first great demand was for help and grading teams. Distributed at various points along the route were gangs of laborers cutting through the sand dunes, and scores of horse teams dragging scoops to fill the shallow valleys between, "all with marvelous rapidity." At the end of the first week in May, the railroad had in its employ 100 white men, 150 Chinamen, and 50 teams, and still more would be given work if they applied for it. Many of the valley farmers offered themselves and their teams for grading work, and received for their services freight scrip, which, when exchanged, was to secure for them the carrying of their grain to Monterey at two dollars per ton, a net saving of \$1.50 per ton over the cost of transportation for the previous year.

Meanwhile, the grading work was being pushed vigorously, so that by the third week in May at least six miles over the heaviest part had been completed. By mid-June, the grading was completed to the Salt Lagoon, within two miles of the river. Here progress was threatened with a major slow-down as the demands for harvest preparations began to take away laborers and teams. By the first week in July, the three large scraper gangs had been reduced to two, and the Company had to, of necessity, increase the Chinese brigade. Thirty-three came on the Steamer *Santa Cruz* on July 3. But teams remained plentiful, and eighty were being used on the grading scrapers.

By July 23, the grade between Monterey and the Salinas River was completed, and the graders had pitched their tents on the banks of that stream. From this point to the Salinas terminus, the road was as straight as an arrow, and almost perfectly level. This left a distance yet to be graded of approximately six miles.

In the meantime, work of a different type was going on at Monterey. Since the primary objective of the Monterey and Salinas Valley Railroad was to serve as a tidewater connection for the wheat shipments of valley farmers, berthing accommodations for grain vessels was of primary importance.

June saw work begun on a wooden wharf extending one thousand feet northwesterly into Monterey Bay. Piles were brought in by schooner, and some were obtained from the pine forest behind the town. A pile driver was assembled, and on June 18, the 2,900 pound hammer

⁵ *Monterey Democrat*, April 25, 1874.

dropped upon the first pile, Superintendent Kidder spiked the first rail to the wharf, laid the first plank, and the problem from then on was whether or not the carpenters would be able to keep up with the pile driver.

By the middle of July the wharf was out 624 feet, with the planking and trackage not very far behind. At this point, stairs were built to the water level to accomodate ships' boats, small craft, and whether planned or not, fishermen. The *Monterey Democrat* predicted that the wharf would "be a famous stand for fishermen, who will be able from it to indulge their taste as thoroughly as if they were out in boats, but without danger of seasickness."⁶

Work progressed without particular incident or major reversal, and by November, the *H. L. Richardson* tied up at the new railroad wharf and was loaded with Salinas Valley wheat hauled by the Salinas Valley Railroad.

The Monterey depot was located on the east side of the stage road in Spring's Addition on the beach near the foot of Washington Street.⁷ Grading the grounds began on May 22. Here, too, a shed was constructed for the accomodation of the hands who were to build the line's rolling stock, and a grain warehouse fifty by four hundred feet, with the track running through it, was erected in order to give storage even before the road was in running order.

The old Pacific Hotel on Main Street was remodelled to serve as a car shop under the direction of the Messrs. Carter and Geiser. Nearby, a blacksmith shop was built to permit iron work and tool sharpening to be done on the spot.

At the Salinas terminal, a warehouse was in course of construction long before the graders and tracklayers reached their destination. The sooner the warehouse was ready, the sooner could grain be stored for shipment to tidewater. The storage facilities and depot in Salinas were located on the east side of the Monterey stage road a few hundred yards south of the bridge over the slough. "All of the buildings are being very thoroughly built of heavy timbers, well braced and bolted."⁸ Between the station and the freight and grain depots, there would be room for switching purposes.

The spanning of the Salinas River proved to be a major problem on a road remarkably free from engineering difficulties. The originally contemplated scheme of a single bridge span had to be abandoned in face of practical considerations, and five spans of sixty feet each over the main part of the river were substituted. They were to be high enough to allow flood water drift to pass beneath without damaging the structure. The rest of the distance, some 1200 feet, was to be trestle work, consisting of benches, or rows of piles, sixteen feet apart. These large size piles came from Santa Cruz County.

⁶ *Monterey Democrat*, August 1, 1874.

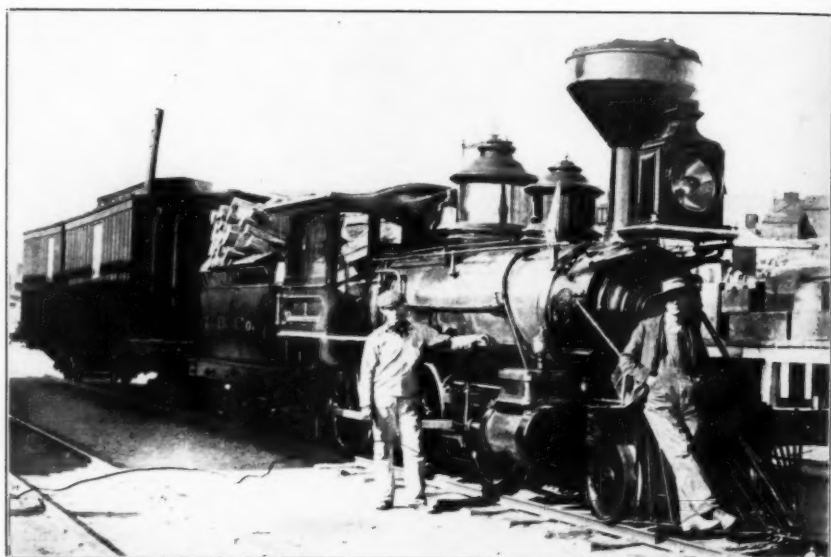
⁷ Spring's Addition included the land south of the city and south of the serpentine slough that bounded the town on the south and west.

⁸ *Salinas Index*, July 16, 1874.

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—Courtesy of S. F. Merritt.
M. & S. V. #1, "C. S. Abbott," Baldwin #3625, 1874, 2-6-0, 12x16", 40". Sold to Nevada Central Ry., 12-1879, sold to Utah Eastern #1, renumbered 3, sold to a Developing Co. and numbered One. Photo at Keeler, Cal.

On July 25 the steam pile driver, first used in constructing the Monterey wharf, was moved to the river crossing, and the work of pile driving began. The sandy, shifting nature of the river bottom made it necessary to use an immense amount of timbers for staging, as they frequently sank out of sight under their own weight. This involved additional time and expense, but the Salinas had to be bridged if the line were to be completed. And bridged it was, for within less than two weeks the work of pile driving was completed, and the road was ready for trestle building and track laying. In early October, the bridge-trestle combination was finished.

Graders had gone on across the river, and by August 8, grading had reached Castroville. By the 29th the grade between Monterey and Salinas was completed.

Meanwhile, actual track laying, with rails of the "T" pattern, manufactured at the Pacific Rolling Mills and Falkner, Bell and Company, both of San Francisco, and shipped by steamer, had begun at Monterey. Ties also were shipped by schooner from San Francisco, and sand ballasting was extensively and effectively used.

By the end of the first week of August, the track workers were laying about half a mile of rail per day. By the middle of the month, approximately two miles of track had been constructed, "and cars are running over the road for this distance from Monterey. They are drawn by horsepower, since the engines have not arrived. . . ."⁹

CHAPTER III: EQUIPMENT

Two locomotives—one for immediate delivery—were ordered by the Monterey and Salinas Valley Railroad from the Baldwin Locomotive Works. They were to cost \$10,000 each, including the transportation overland to San Francisco and reshipment by water to Monterey.¹⁰ One engine left the East on August 8. It arrived at Monterey on the schooner "Golden Gate" on Tuesday, September 8, and was named "C. S. Abbott" in honor of the President of the line.¹¹ "Abbott" in honor of the President of the line.¹¹ Workmen were employed all day with jackscrews and blocks raising the tender even with the pier. On the following day, the tender, weighing eight tons, was successfully transferred to the wharf. The engine weighed eighteen tons, and the same process was employed in landing it.

This locomotive was one of two types built by Baldwin in the boom days of the narrow gauge fever. It had a 2-6-0 wheel arrangement, with drivers having a diameter of forty inches. In addition to its name, it was numbered "One". Because of its wheel arrangement, it was designed for freight and heavy hauling, whereas its co-worker, the "Monterey", or No. 2, built and delivered in 1875, was of the so-called Ameri-

⁹ *Salinas Index*, August 13, 1874.

¹⁰ *Ibid.*, October 8, 1874.

¹¹ The other locomotive was named "Monterey", and was not built until 1875.

can or 4-4-0 type. Its driving wheels had a larger diameter, being 43 inches in width. These factors were designed to make the "Monterey" the fleetest of the two locomotives.¹²

On Saturday, September 11, 1874, the "C. S. Abbott" was steamed up for the first time, and citizens were invited by Mr. Kidder to accompany him on a four mile excursion to the front. The invitation was accepted by a great many, and 4 p.m. found the four flat cars provided for their accomodation filled to overflowing.

The excursionists were transported over the road at a rate that proved the locomotive worthy of its name. The water tank and wind-mill for supplying the engine was not then ready for use.¹³ and the tender had to be filled by hand. Unfortunately, a little miscalculation was made in the quantity of water that would be required to supply the engine for the trip. Consequently, on reaching the front, it was discovered that the water was all gone, and the locomotive's fire had to be put out. Mr. Kidder and President Abbott showed they were equal to the emergency, however, by placing all the ladies and children on one car and manning it with workmen, who pushed the car back to where horses could be attached. The men were left to operate their own car. The excursionists arrived in town after dark.

"Nevertheless, the affair was productive of good feeling all around," said the editor of the *Monterey Herald*, "and we have no hesitancy in saying that the excursion was more enjoyable for the little miscalculation."¹⁴

The locomotive served as a great impetus to speeding the work of track laying. By the end of September, rails had been spiked as far as the Salinas River. Constant trips day and night were made by the "C. S. Abbott" between Monterey and "end o' track", and "its performance was in the highest degree satisfactory."¹⁵ "Operations... have been more vigorously pushed forward...than during any time since [the line's] commencement. The rapid movement of material from the depot to the front by the aid of the locomotive has made it possible for the workmen to accomplish more in the last ten days than they could have done in a month the way they were working before its arrival."¹⁶

¹² Both locomotives, as well as much of the rolling stock, were sold to the Nevada Central Railway in 1880. The "Abbott", re-named "Anson P. Stokes" No. 3, was shortly re-sold to the Utah Eastern Railroad. The "Monterey", re-named "Daniel B. Hatch", No. 4, was scrapped at Battle Mountain, Nevada, in 1938, when the Nevada Central was liquidated. See Kneiss, *Bonanza Railroads*, 113; 138.

¹³ The source was to be a spring on the beach discovered by the graders.

¹⁴ *Monterey Herald*, September 19, 1874.

¹⁵ *Monterey Democrat*, September 26, 1874. The new locomotive made such an impression on the community that it became the subject of a bit of whimsy on the part of the editor of the *Monterey Herald*, who, according to the *Salinas Index*, propounded this gem of humor: "Why is a beautiful girl like the locomotive 'C. S. Abbott'? Give up? Because she draws a train, scatters the sparks, transports the males, and says to the tender, 'pine not.'"

¹⁶ *Monterey Herald*, September 26, 1874.

The "Abbott" passed over the Salinas River bridge on October 3, and rails were laid with expedition on the Salinas side of the river. "In a few days. . . Carr Abbott will hear the whistle of his namesake from the warehouse in sight of his residence, and it will serve to rouse him from sleep, of which he seems to take so little."¹⁷

Meanwhile, the first shipment of freight over the M. & S. V., consisting of beans, barley, and wheat, was made on September 25. It came from Bardin's ranch at the river, and was consigned to William Bardin, merchant of Monterey.

On October 9, six months and twenty-four days after the first stake was driven, the locomotive made its appearance at the depot in Salinas. "It cannot be said that this is quick work, but considering that it was built by a company unaccustomed to building railroads, it will do very well."¹⁸

The railroad's car shop was located in the old Pacific Hotel on Main Street, Monterey. A contract was awarded to Thomas Carter for the construction of forty-two flat cars, eight box cars, two passenger cars. Work began on June 26, and soon one flat car was put together in order to ascertain whether the castings were correct. It was not the builder's intention, however, to build any more until the timbers were all cut, prepared, and ready for them all, "when they will go up with a rush."¹⁹ Meanwhile, Mr. Geiser, foreman of the shop, directed the completion of a "regular young giant" of a car designed for use in track laying.

The two passenger cars cost \$3,000 each, and were superior in every respect. Although the road was a narrow gauge,—only three feet between the rails,—the coaches were so designed that the passengers hardly realized any difference from those of the broad gauge, and they had ample room and accommodation. The seats were placed in the usual form, and were forty inches in length. Their furnishings came from San Francisco on the vessel *Santa Cruz*, and they were ready for use by October.²⁰

With the line so near completion, a survey of its scenic attractions, as seen through the eyes of contemporaries, is in order. "From Monterey the road winds onward between the sandhills until the summit is reached,"²¹ presenting no very inviting picture on the landward side,

¹⁷ *Monterey Democrat*, October 3, 1874.

¹⁸ *Salinas Index*, October 15, 1874.

¹⁹ *Monterey Democrat*, July 14, 1874.

²⁰ One of these, a mixed baggage and passenger car, has survived practically unchanged to the present. After having been sold to the Nevada Central, and seen years of service on that line, it became one of the stars in the "Joining the Rails" scene at the Golden Gate International Exposition's "Cavalcade of the West". It is now the property of the Railway and Locomotive Historical Society, and is housed in that organization's West Berkeley headquarters. The other one remained the property of the Nevada Central, and was dismantled on or before that road's final dissolution in 1938.

²¹ Maximum grade, 105 feet per mile. *Report of the Board of Commissioners*, 409-414.

but to the westward it looks out over the bay, presenting at every turn a panorama of great beauty. To the left the unbroken line of the bay with its dashing surf and misty veil meets the vision. In front, Soquel, Santa Cruz, and the distant mountain range; to the left, Point Pinos and 'the city by the sea' add beauty to the scene. At the river, as we go down through the circular cut and onto the bridge, the scene presented is grand."²²

"The brush-covered sand hills abound with hare, quail, and larger rattlesnakes than can be scared up in ten minutes walk from here to anywhere!"²³

"Recently we rode over the narrow gauge to Monterey. On the other side of the river, where the road was ballasted, we made good time, and as the train topped the divide, running down a long grade, it overhauled close to the track a doe accompanied by two fawns. They did not appear frightened at first, but, stopping still and looking steadily at us, seemed to be trying to make out what manner of creature it was so rapidly approaching them. Not until the whistle was sounded did they bound away, and then when close enough to have shot them with a pistol. Besides, quail flew across the track frequently."²⁴

CHAPTER IV: HOW MUCH TO SALINAS?

Long before the line was in running order, local farmers thumpingly endorsed the project by piling up of thousands of sacks of wheat daily at the Salinas terminal against the time when it would be transported cheaply to tidewater. In August, the local newspapers estimated that up to twelve hundred sacks of grain were being received every day, and that this amount would be doubled as the crop matured.

Unfortunately, the M. & S. V. was not ready in September, the originally planned completion time, and, while the grain piled up waiting shipment, it would have been much greater in quantity if many of the smaller farmers were not, of necessity, obliged to sell their crops immediately after threshing, in order to raise money to meet expenses. These little fellows were obliged to use the Southern Pacific's facilities, in spite of the high rates charged by that company.

By October, the Narrow Gauge's Salinas warehouse was full, and huge quantities of wheat and barley were stored outside. "It is said that grain is piled all along the track for as much as three miles beyond the Salinas River, awaiting shipment."¹

The *Monterey Herald* estimated that on October 24 there were at least 25,000 sacks of grain exposed to the weather, in addition to large amounts stored on the depot grounds at Salinas. A Morgan and Sons ship, the *H. L. Richardson*, 2,300 tons burden, tied up at the Monterey

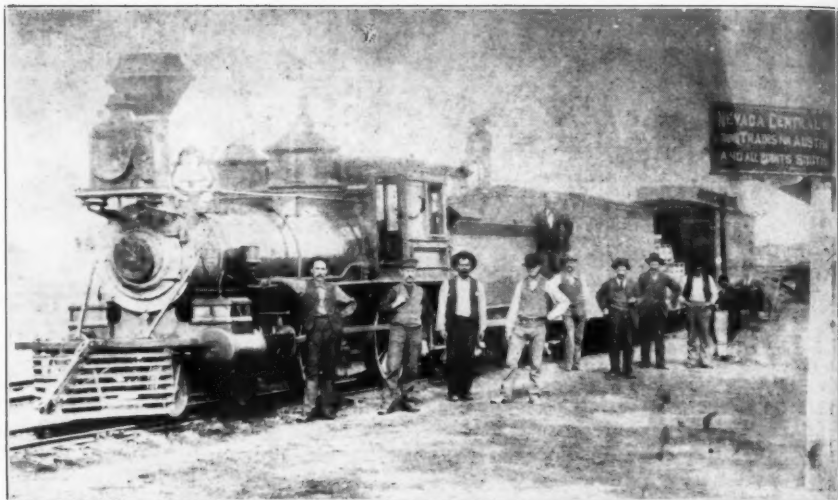
²² *Monterey Herald*, October 3, 1874.

²³ Letter to the editor from the railroad camp at the Salinas River, in the *Monterey Herald*, July 18, 1874.

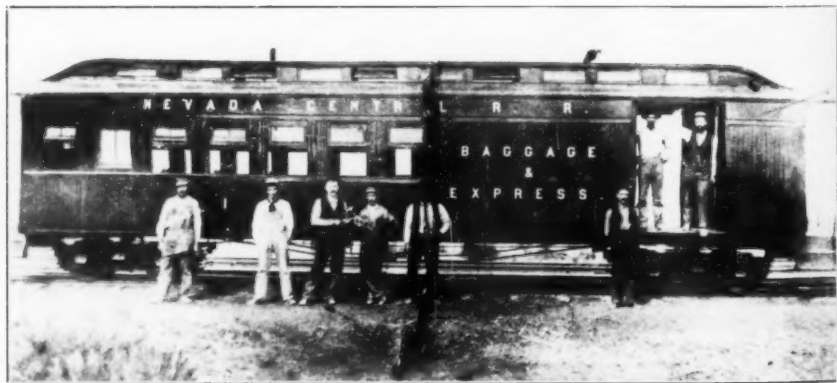
²⁴ *Monterey Democrat*, October 17, 1874.

¹ *Salinas Index*, October 8, 1874.





—Courtesy of Gilbert H. Knies.
M. & S. V. #2, "Monterey," Baldwin #3682, 1875, 4-4-0, 2x16", 43". Sold to Nevada Central Ry. 12-1879, No. 4, "Daniel B. Hatch." Scrapped about 1937.



—Courtesy of S. F. Merritt.
M. & S. V. Combination coach #1, built by Carter Bros., Monterey, 1874. The road owned one other coach similar to this. No. 1, sold to Nevada Central Ry. 12-1879 and now in possession of Pacific Coast Chapter of the Ry. & L. H. S., where the monthly meetings are held.

wharf of the M. & S. V. in mid-October, preparatory to loading Salinas Valley wheat for Liverpool. The new road had an imposing task before it—a task that could not wait for celebrations, speeches, tours of inspection or other trivia so dear to the heart of the citizen, then and now.

Yet despite the urgency of moving the season's crop, the *Monterey Herald* wanted to take time out to tie up the line with a free "picnic excursion." "Very little has been said here about celebrating the event that is all important to Monterey. Of course it has been perfectly well known that when the road was finished there would be an excursion or celebration of some kind, but it seems to us that the affair should be characterized by something more than an excursion. If nothing else, let us at least offer the denizens of the valley the hospitality of some of the beautiful groves hereabouts where they can have a basket picnic by way of variety. The proper way would be for our citizens to appoint a committee to confer with a like committee from Salinas to arrange preliminaries and to manage the affair."²

On October 3, either as a tribute to the power of the press or the railroad's early sense of the value of good public relations, the following advertisement appeared in the *Monterey Democrat*:

GRAND OPENING OF THE NARROW GAUGE

Wednesday week the Salinas Valley and Monterey Narrow Gauge Railroad will formally be operated to public traffic. In honor of the event, from which will date a new era of progress for this country, there will be dispatched by the directors

A GRAND EXCURSION TRAIN!

hence to the sea. No tickets will be issued—all those desiring to participate in the celebration being tendered a cordial invitation.

A reconsideration of this sweeping and magnanimous invitation occurred almost at once. The *Salinas Index*, in less than a week following the announcement, commented: "After the completion of the M. & S. V. R. R., an excursion and free ride would be in order, but such, we are informed, will not be the case. On account of the immense quantity of grain awaiting transportation over the road, and its danger of exposure from the weather, the Company deems it best to postpone the excursion for the present, but after the rush is over, it is understood the excursion will take place. The Company believes in business first and pleasure afterwards."³

To confirm the *Index*'s scoop, an advertisement appeared on October 10 in the columns of the *Monterey Democrat*:

² *Salinas Index*, October 1, 1874.

³ *Salinas Index*, October 8, 1874.

GRAND EXCURSION ON THE NARROW GAUGE CHANGE OF PROGRAMME

The President, C. S. Abbott, feels himself obliged to change the announcement heretofore made. The time of the excursion is altered to Wednesday the 28th of this month—this because of the necessity of employing the freight trains and locomotive in the transportation to shelter of large quantities of grain on the line of the road, exposed to the chances of the weather. It is thought that the public, in view of the exigency, will readily forego the immediate scheme of pleasure.

By order of the President

Inclement weather at the end of October, however, made a picnic jaunt impracticable, and threw an extra burden on the railroad to hurry out grain to shelter. So the free junket was again postponed, and freight trains ran day and night to move to adequate protection the wealth of the Salinas Valley. The line was transporting grain to Monterey at the rate of three hundred tons per day during the first week in November, 1874.

Citizens of the Monterey Bay region read their Saturday *Democrat* with mixed feelings on November 14. A conspicuous advertisement informed them that the oft-postponed expedition was finally to materialize but instead of being free, as originally planned, the public notice blandly announced

Tickets, round trip to Monterey and back, \$2.00. Good music in attendance! Good time expected. A dance on board the ship *H. L. Richardson*. The trains will leave Salinas City and Monterey as follows: Leave Salinas, 8:45 a.m., and returning, leave Monterey at 4 o'clock p.m. The train returning to Monterey in the evening will leave Salinas City at 6 o'clock

—→ Parties will bring their own lunch baskets

Despite the drawback of a two dollar ticket, a crowd estimated between two hundred fifty and three hundred succumbed to the allure of the newspaper ad, and availed themselves of this gala occasion. "Eight-thirty a.m. Monday, November 16 saw about two hundred fifty souls on board the gaily decorated cars bound for Monterey, where everything delightful was supposed to abound by these deluded mortals. After waiting till the crowd had become as restless as a drove of wild horses, and the time for starting had been overstaid about half an hour, the conductor shouted, 'All aboard!' and away we went at a good rate of speed, and the live freight were again happy. A run of about an hour and a half, over as good a road as can be found in California, brought us to Monterey. Arriving at the depot at 10:30, we found a small assemblage....awaiting our coming, and, quietly disembarking, the company dispersed to enjoy themselves as best they might....

"The afternoon was devoted to visiting the ship *H. L. Richardson*, and to tripping the light fantastic in the warehouse, where ample arrangements were made for the purpose. The Castroville Brass Band accompanied the excursion, and the excellent music discoursed by them was one of the features of the day. Dancing was kept up till 4 o'clock, when the train hove in sight, the merry crowd clambered aboard, and were soon whisking away homeward bound, where we arrived at 5:30, well satisfied with the day's sport, and thoroughly tired and worn out. Everybody voted excursions a nuisance, but the same crowd would go again should the the opportunity offer."⁴ This account was signed "Cynic."

The *Democrat*, despite the fact that it carried the notice for the grand excursion, and had been generally favorable to the narrow gauge project as a whole, could not resist a final blast at the railroad's management when it caustically commented, "It had been given out previously that the excursion was to be free, and the change of purpose provoked comments not at all flattering to the Company. We hope that the directors, will henceforward, stick to the precedent they have set, and attempt no more free excursions on paper."⁵

By the end of the year 1874, the M. & S. V. R. R. had hauled an estimated 6,000 tons of grain, and, at the height of the shipping season, was earning \$600 a day in moving the produce of the Salinas plains at two dollars per ton less than the Southern Pacific could handle it.⁶

While the M. & S. V. remained primarily a freight carrier throughout its few years of existence, some attention was given to passenger service. Equipment consisted of two cars, both being combination baggage and passenger type, or "combines." Both were built by Thomas Carter, who, with his brother, was to establish later Carter Brothers Car Works at Newark, Alameda County, an important point on the South Pacific Coast Railroad.

In October, the Monterey stage was hauled off, and the new narrow gauge was used thereafter for travellers and mail as well. "The coaches are very beautifully fitted up with rows of double seats, just as with the broad gauge. In fact, so far as this class of accomodation is concerned, the Narrow Gauge will compare with any road."⁷

The first passenger car trip over the entire line was made on October 23, but it was some time later before regular service was established. The first time table was printed in the *Monterey Democrat* on November 21. The cars were described as "neat", "models of Beauty," "honor to their builder."

Travellers reported that the road was very smooth, and that they were conscious of hardly a jar as the cars glided over it. The directors

⁴ *Salinas Index*, November 19, 1874. The *Monterey Democrat* also fully described the event in its issue of November 21.

⁵ *Monterey Democrat*, November 21, 1874.

⁶ *Monterey Herald*, December 5, 1874, quoting an article in the *San Jose Herald*. Also *Handbook*, 61.

⁷ *Monterey Democrat*, October 17, 1874.

established the fare between Monterey and Salinas, a distance of eighteen and one half miles, at \$1.50. Even though this was one quarter lower than the stage fare, a correspondent of the *Herald* thought that "it was fifty cents too high."

The first time table showed two trains daily, one from Monterey at 8:30 a.m., and one from Salinas at 3:15 p.m. Running time was one hour and fifteen minutes. Later, two Sunday excursion trains each way were established. Excursion tickets were good from Saturday night until Monday morning.

Connections, including "an omnibus transfer through Salinas City," were made at Salinas with the Southern Pacific, the latter leaving for the north at 11:15 a.m., and south at 2:45 p.m. Obviously both connections involved considerable delay. The M. & S. V. management made arrangements, however, whereby it could sell through tickets to San Francisco for \$4.50, one way, involving a saving of \$2.00 over the S. P.'s rate of \$6.50. Under this plan, weekly connections were made with the vessels of Goodall, Nelson and Perkins Steamship Company at Monterey, enabling a person to leave Salinas on a Thursday at 10 a.m. and arrive in San Francisco the following morning, with the opportunity of visiting Santa Cruz on the way. This land-sea route involved no tedious, dusty staging, and that point was stressed in the M. & S. V.'s advertisements. Four vessels a week connected Monterey and Santa Cruz, and if one wished to go south, steamers put in at San Luis Obispo, San Simeon, Santa Barbara, Los Angeles, "and all points on the southern coast."⁷

CHAPTER V: HOW MUCH PER TON TO MONTEREY?

The creation of a narrow gauge railroad between Salinas and Monterey seemed to be the solution to at least three local problems.

Monterey's economic backwardness and social sleepiness was attributed by its leaders to its comparative isolation—a scenic and climatic jewel unattainable by many because of its remoteness from the chief avenues of land commerce and travel. "The narrow gauge railroad to Salinas will connect us by land to San Francisco, the Salinas Valley, and, indirectly with all points of the state."¹ Roseate vision saw the new line expanding to Soledad to connect with Santa Barbara in one direction, and to Santa Cruz by way of the Watsonville and Santa Cruz railroad in another direction. Monterey would be the hub of this expanding and diversified empire.

The backwardness of the tier of counties east of Monterey would be reduced, so proponents claimed, if the products raised there could be shipped to deep water at rates far less than S. P. was then charging. Wholesome competition in this field would be very salutary for all concerned except the monopoly.

Most important of all, the existence of competition should make freight rates on grain shipments from the central Salinas Valley to its

⁷ Advertisement in the *Pocket Exchange Guide of San Francisco*, 1875.

¹ *Handbook*, 20.

logical shipping point at Monterey tumble to a price that did not consume the farmer's profits in his year's endeavor. "The narrow gauge railroad," opined the *Democrat*, "is better than twenty enactments of the Legislature providing... for a reduction of fares and freights."²

"The railroad monopoly could not regard the new road with anything but jealousy, covetousness, and envy. They made an attempt to stop it by their usual means—of pretending that *they* would build a parallel road and carry freight at such low rates as to ruin the Salinas Company.

"Their engineers were sent into the field to survey the route in May, but the M. & S. V., backed as it was by the Granger fraternity, paid no attention to this well understood game of brag. The directors didn't scare encouragingly, and the engineers were recalled by the monopoly. Then an attempt was made to put the majority of the stock, and consequently the control of the local enterprise, into the hands of the monopoly. But the line remained a community project from the start, and local stockholders retained their shares."³

In the previous season, grain shipments *via* Southern Pacific cost \$5.50 per ton to be transported to San Francisco. With increasing loudness of the opposition's iron horse, the S. P. reduced its tariff for 1874 to \$4.25 per ton from Salinas, including storage. But the M. & S. V. by August had established an appreciably lower schedule when it announced that it would transport grain to Monterey for \$1.00 per ton, storage free, and then put it aboard ship for \$1.25 per ton.

CHAPTER VI: DENOUEMENT

The cost of construction and equipment of the road exceeded Engineer Kidder's original estimate of \$210,000 by about \$150,000. Grading, iron, and ties were items that went above the Superintendent's calculations, while equipment remained within the planned amount. Final costs varied from \$357,000¹ to \$362,450.² By June, 1877, according to the report of the Board of Commissioners of Transportation, the total cost of the permanent investment was placed at \$378,988—no insignificant undertaking for a small group of inexperienced farmers and business men to tackle and see to a successful conclusion.³

The monthly payroll of the line varied from over \$6,600 in June to \$7,500 in October. All the ingredients necessary for a first rate movie thriller were present in an episode concerning payroll money which occurred in August. Two armed highwaymen held up the stage in Toro Cañada, and took the express box supposedly containing \$1,900 due that day at Monterey for payment to the railroad hands. To the bandit's subsequent chagrin, the strong box contained only \$113.74, because

² *Monterey Democrat*, July 4, 1874.

³ *Ibid.*, October 16, 1874.

¹ *Handbook*, 62.

² Guinn, I, 297.

³ *Report of the Board of Commissioners*, 409-414.

earlier in the day the money was taken to Monterey by Mr. Gonsales in his buggy. Thus by a narrow squeak did the railroad preserve its payroll and meet its obligations to its laborers.

On November 4, Mr. Kidder resigned as superintendent of construction to go to the Nevada County Narrow Gauge, then building, in the same capacity. J. W. Nesbitt was appointed by the directors to succeed him. John Markley was secretary; F. S. Bowley was given the conductorship, while A. H. Harris was to be freight agent at Monterey and A. M. Austin at Salinas.

The successful completion of the line was the subject for press comment from numerous sources. The San Francisco *Examiner* and *Bulletin* praised the project fulsomely; the Hollister *Advance* commented on the importance of the narrow gauge to the entire Monterey Bay area, while the Sacramento *Union* devoted nearly a column to the project under the heading "An Encouraging Success." The New York *Sun*, in its issue of November 18, 1874, discoursed on the advantages of narrow gauge railroads in general, using the Monterey and Salinas Valley road as an illustrative specific example of the topic.

The triumphs of fulfillment and operation were to be short-lived—the glowing visions of extensions and connections were to dim into nothingness, for the M. & S. V. was to endure as an independent entity only five short years. Its expenditures were to exceed its earnings in widening gaps as the years passed; the combination to which it gave "legitimate competition" proved too strong an adversary, and the farmers, for whom it was ostensibly constructed, did not give it their whole support. The farmers are accused by Guinn of continuing to patronize the monopoly as the latter lowered its rates. This short-sighted policy, if such it be, marked "finis" over the account books of the road.

In August, 1879, the Southern Pacific purchased the M. & S. V. R. R. for an undisclosed sum. During the fall, that section from Castroville Junction to Monterey was broad-gauged so that trains could run through from Santa Cruz and points north to Monterey direct. In the reconstruction, the original line's Salinas River bridge and roadbed were used. The portion into Salinas from Castroville was abandoned. The broad-gauge section was opened to traffic in January, 1880.⁴

Thus passed California's first steam-operated narrow gauge railroad. Old timers will recall, perhaps, that the present Pacific Coast Railway, originally known as the San Luis Obispo Railroad, was built in 1873 between San Luis and Port Harford, but it used horsepower until 1874, the year of the completion of the Monterey and Salinas Valley Pike.⁵ Thus the emphasis on the words *steam-operated* in establishing the Salinas Valley line's claim to its unique distinction in California railroad history.

⁴ *Historical Outline Southern Pacific Company*, 43-44.

⁵ Gilbert Kneiss in a letter to the author, March, 1942.

"Not only is it the first narrow gauge in California, but, according to the opinion of some of the railroad men of our state, whose opinions are to be relied on, it is one of the best constructed railroads on the coast."⁶

⁶ *Monterey Herald*, October 10, 1874.

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SEND FOR THE

RESOURCES

—OF—

MONTEREY COUNTY,

CALIFORNIA,

Including the Great Salinas Valley.

COMPILED BY A. W. BUTLER.

**Published by the Mayor and Common Council of Salinas City,
for FREE DISTRIBUTION.**

The Handbook to Monterey and Vicinity — Monterey, 1875, p. 141.

M. & S. V. RAILROAD

TIME TABLE.

Train No. 1.	A.M.	Train No. 2.	P.M.
Leave Monterey	8.30	Leave Salinas City	3.15
" Bardin's	9.15	" Castroville Crossing ...	3.30
" Castroville Crossing ...	9.30	" Bardin's	3.45
Arrive Salinas City	9.45	Arrive Monterey	4.30

Sunday Excursion Trains.

Train No. 1.	A.M.	Train No. 2.	A.M.
Leave Monterey	8.00	Leave Salinas City	9.45
" Bardin's	8.45	" Castroville Crossing ...	10.00
" Castroville Crossing ...	9.00	" Bardin's	10.15
Arrive Salinas City	9.15	Arrive Monterey	11.00

Train No. 3.	P.M.	Train No. 4.	P.M.
Leave Monterey	4.00	Leave Salinas City	5.45
" Bardin's	4.45	" Castroville Crossing ...	6.00
" Castroville Crossing ...	5.00	" Bardin's	6.15
Arrive Salinas City	5.15	Arrive Monterey	7.00

Through tickets from San Francisco to Monterey and from Monterey to San Francisco, via the Southern Pacific Railroad, including omnibus transfer through Salinas City, for sale at S.P.R.R. Ticket Office, San Francisco, and the Company's Office in Monterey.

JOSEPH W. NESBITT,

Superintendent.

THE GREAT SALINAS VALLEY

**A Rich Agricultural Country—The Flourishing City of Salinas—
Resources, Climate, Etc.**

The Salinas River takes its rise among the rugged mountains of Santa Barbara, in San Louis Obispo county, and flowing northward passes through the centre of Monterey County to the Bay of Monterey. This river and the numerous little streams which form its tributaries, water the beautiful and

The Fertile Valley of Salinas.

The Salinas Valley is the largest of all the coast valleys, being about ninety miles long, and from eight to fourteen miles in width. Three terraces are traceable on each side of the river. The first is about four miles wide, its soil being of an exceedingly rich sandy loam. The second rises from this with an abrupt edge, and is about eleven feet higher, and has about two miles of width on each side. The third is less regular in height and width, and its soil is better adapted to grazing than agricultural purposes. Two ranges of mountains varying from 500 to 2000 feet in height, extend along each side of the valley—the Coast Range on the west, and the Gabilan Mountains on the east.

It is but six or seven years since this valley became noted as an agricultural country. Previous to that time stockraising was the chief employment, and the land was held in large tracts of from 3000 to 49,000 acres. As soon, however, as they began to be broken up, the prosperity of the valley was decided. Salinas City, from being a little village at the cross-roads, grew up rapidly into a thrifty and

A Beautiful Town.

It now has a population of about 3000, and is the chief city and the county seat of Monterey county. Salinas City is beautifully located in the midst of the valley, about three miles from the river, and about ten miles from the waters of Monterey Bay.

Monterey & Salinas Valley R. R.

— o —

NARROW GAUGE

— o —

Connecting at Salinas City, with the Southern Pacific Railroad, for San Francisco, Soledad, San Jose, and All Points East, North and South.

At Monterey with G. N. & P. Steamship Co., Passenger Steamers for San Louis Obispo, San Simeon, Los Angeles, and All Points on the Southern Coast.

CROSSING THE GREAT SALINAS VALLEY,

to the Old Capital of the State, the Newport of the Pacific.

— o —

FIRST-CLASS EQUIPMENT!

Good Track. Safe!

And acknowledged to be the Most Comfortable Riding Road in the Country.

— o —

Through Tickets via M. & S. V. R. R.

FOR SALE AT

SOUTHERN PACIFIC R. R. OFFICE,

SAN FRANCISCO.

JOS. W. NESBITT, Supt.

JOHN MARKLEY, Gen'l. Ticket Agent

C. S. ABBOTT, President

The Pocket Exchange Guide of San Francisco; Also Complete Descriptions of Oakland, Petaluma, Salinas, and Santa Cruz, San Francisco, 1875, p. 131.

The Illinois Central Suburban Service During Steam Operation

By CHARLES B. MEDIN

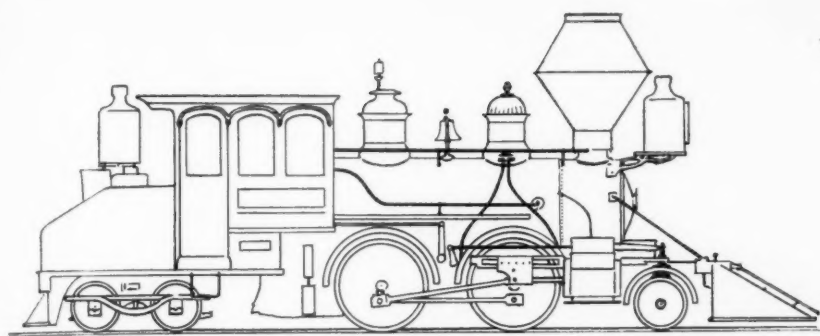
When the Illinois Central System changed from steam to electric operation of its suburban service in August, 1926, many patrons reflected back on the days when the little "tea kettles" (as the engines were called affectionately) went puffing along with their loads of commuters to and from the downtown area. The first suburban train ever operated between South Water Street and Hyde Park, a little over six miles, was on July 21, 1856.

Paul Cornell was an enterprising citizen who was responsible for the original establishment of Illinois Central suburban service. He owned a tract of land of 300 acres bordering on Lake Michigan, and the Illinois Central was anxious to obtain about 60 acres of this land for its right-of-way. Cornell was willing to sell this land on the condition that the Illinois Central build a station on his property and operate a regular daily suburban service between there and Chicago. In the event that patronage failed to meet expenses Mr. Cornell agreed to make up the deficit from his own pocket. In the spring of 1856 he laid out a subdivision on his property which he named Hyde Park and the Illinois Central erected a station at what is now Fifty-third Street. The first train operated, on July 21, 1856, was called the "Hyde Park Special." Mr. Cornell's memory has been perpetuated in the name of one of Chicago's fine avenues.

At that time the southern city limits of Chicago were at Thirty-ninth Street. Prairie land, woodland, marshes, muddy roads and an occasional farm house filled the intervening space. A small community of about thirty persons had established themselves around the Hyde Park station by the end of 1860. Other stations were constructed between Hyde Park and Chicago between 1856 and 1871, and by 1862 the service had been extended to what is now Sixty-third Street. The south side of Chicago had increased in population from 3,000 to 88,000 persons, while the suburban schedule had been augmented to five local trains daily, excluding Sunday.

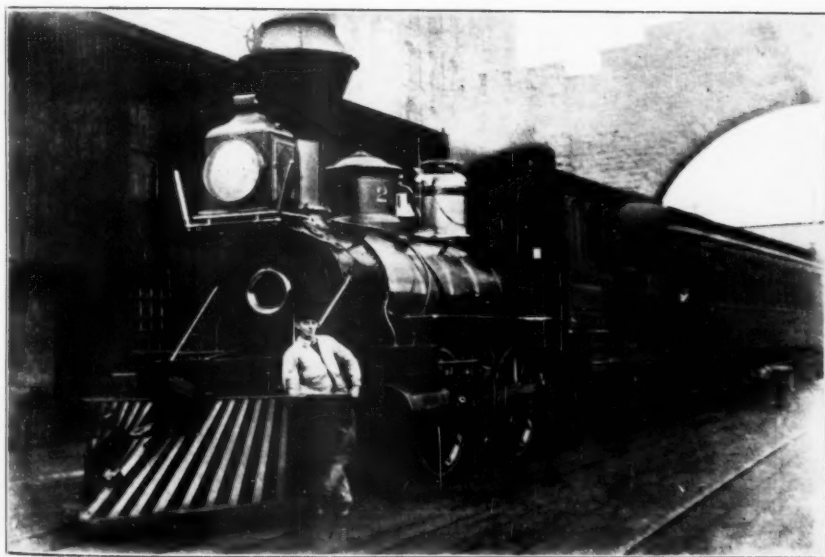
After the disastrous fire of 1871, the following two years saw the suburban service between Randolph Street and Seventy-first Street increased to twenty trains on week-days and the service extended to Kensington with one daily train. Until 1872 the trains had been operated over a wooden trestle from Randolph Street to Twenty-fifth Street, but in that year, debris from the 1871 fire was filled in around the trestle. Later in 1872 the Van Buren Street station was constructed.

The town of Pullman was established in 1880, George Pullman buying 4,000 acres west of Lake Calumet along the right-of-way of the Illinois Central. A station was built at Pullman by the Illinois Central, the railroad increasing its service to thirty-six daily trains. While there

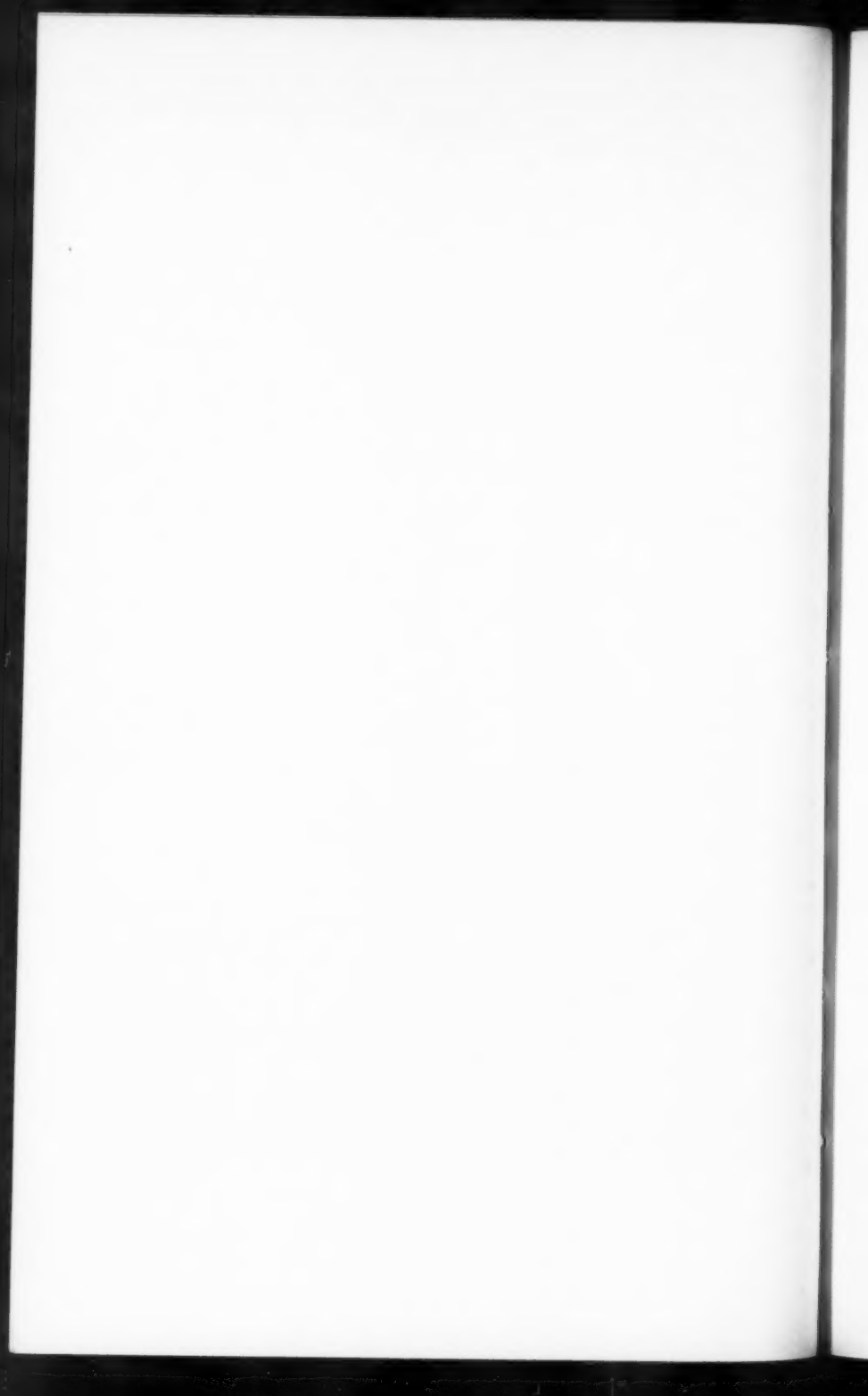


- MEDIN -

FIRST SUBURBAN LOCOMOTIVE BUILT BY ROGERS FOR THE ILLINOIS CENTRAL.



I. C. #228 at Randolph St., 1884. Rogers 1883.



was one family in 1880, there were 12,000 in 1893. In 1882 the Illinois Central constructed a branch of 4.7 miles to South Chicago, running the first train on September 2, 1883. The original schedule for this branch called for fourteen week-day trains and six on Sunday. By 1890 the suburban schedule had been increased to 114 week-day trains and sixty-two Sunday trains, all of them being local. In 1871 the number of passengers carried were 250,000—in 1890, four million.

The principal determining factor in locating the World's Columbian Exposition of 1893 in Jackson Park was the nearby excellent service on the Illinois Central. The railroad elevated its tracks from Fifty-third to Sixty-seventh Streets and made extensive improvements in its suburban facilities, adding forty-one locomotives and 300 passenger cars, some of them side-door cars, converted from box cars. Two additional tracks were constructed between Randolph Street and the World's Fair Midway. During the Fair the schedule called for 294 daily trains and 198 on Sundays, and during the first six months of the Exposition almost nine million persons were hauled to and from the Fair. Express train service during the Fair was every fifteen minutes from Randolph Street, making stops at Van Buren Street, Fifty-third, Fifty-seventh, Sixtieth and Sixty-third Streets.

The Blue Island branch was built in 1891-92 and Harvey, five and one-half miles south of Kensington, grew into a city because of the excellence of the suburban service. On May 15, 1905, "special" trains were operated as an additional service, as well as "golf specials." The number of commuters hauled in 1925, the last year of steam operated service, was 23,978,647.

A few mileages may be of interest. From Randolph Street to Matteson (main line) 28.2 miles; Kensington to Blue Island, 3.9 miles; and Sixty-seventh Street to South Chicago, 4.7 miles.

Some information about some of the old stations may not be amiss. After the great Chicago fire the walls of the station at South Water Street were left standing, but the collapsed roof of the trainshed was not rebuilt. For twenty-two years after the fire, trains arrived and departed from this station without a roof. A wooden depot, built on that site, was destroyed by fire on January 20, 1874. Another station, built of wood, was built at Twenty-second Street and was used as a terminal station for the time being. A brand new station, of brick construction, was built at South Water Street. It was torn down April 22, 1893. As the suburban service expanded, the trains were handled from the south end of the train shed, passengers boarding the trains by walking across the tracks at Lake and Randolph Streets, leaving the South Water Street station for the exclusive use of through passenger service.

In 1888 a two-story brick structure of an irregular shape, about 40 by 88 feet, was built on the north side of Randolph Street to serve the needs of the ever increasing suburban traffic. The Illinois Central, needing a new station in connection with the World's Columbian Exposition, arranged to build a new one at Twelfth Street, construction having been started in 1892. Service in the new station was inaugurated April 17, 1893. That year a new suburban terminal was built at Randolph Street.

In connection with the electrification of its suburban service, work was begun on an entirely new suburban station, being completed in 1931.

We now come to the interesting motive power of this service. The first locomotive specially built for this suburban service, was constructed in 1880 by the Rogers Locomotive Works of Paterson, N. J. When it went into service at Chicago that year it bore the number 221, but it was No. 213 while still at the Rogers plant. Why it carried that number is not known. It was followed the next year by a duplicate from the same works, and in 1883 by six more, slightly heavier. In 1885 the Illinois Central began to copy these engines, building thirteen of them at the Weldon Shops at Sixteenth Street, between that date and 1891. These were still slightly heavier than the previous batch. In the general renumbering somewhere between 1898 and 1900, these suburban engines were given numbers in the 1400's.

When first built these engines had short smokeboxes, but shortly after being placed in service, they were generally extended. After a few years the exaggerated smokeboxes were shortened to a more normal length. No. 201 (1401) is now exhibited permanently in the Rosenwald Industrial Museum, Chicago.

Latest Original Later		Cylinders	Drivers	Pressure	Tractive Effort	Weight on Drivers	Weight, Engine	Water, Coal, Gallons Tons	Date Built	Builder
No.	No.									
1401	221	16"x22"	56½"	140 lbs.	11,862 lbs.	49,000 lbs.	107,600 lbs.	1550 4½	May 3, 1880	Rogers Loco. Wks.
1402	222	16"x22"	56½"	140 lbs.	11,862 lbs.	49,000 lbs.	107,600 lbs.	1550 4½	Feb. 4, 1881	Rogers Loco. Wks.
1403	225	16"x22"	56½"	140 lbs.	11,862 lbs.	56,000 lbs.	117,000 lbs.	1550 4½	Feb. 5, 1883	Rogers Loco. Wks.
1404	226	16"x22"	56½"	140 lbs.	11,862 lbs.	56,000 lbs.	117,000 lbs.	1550 4½	Feb. 13, 1883	Rogers Loco. Wks.
1405	227	16"x22"	56½"	140 lbs.	11,862 lbs.	56,000 lbs.	117,000 lbs.	1550 4½	Feb. 16, 1883	Rogers Loco. Wks.
1406	228	16"x22"	56½"	140 lbs.	11,862 lbs.	56,000 lbs.	117,000 lbs.	1550 4½	Feb. 26, 1883	Rogers Loco. Wks.
1407	229	16"x22"	56½"	140 lbs.	11,862 lbs.	56,000 lbs.	117,000 lbs.	1550 4½	Feb. 28, 1883	Rogers Loco. Wks.
1408	230	16"x22"	56½"	140 lbs.	11,862 lbs.	56,000 lbs.	117,000 lbs.	1550 4½	Mar. 3, 1883	Rogers Loco. Wks.
1409	223	16"x22"	56½"	140 lbs.	11,862 lbs.	56,100 lbs.	117,200 lbs.	1550 4½	1885	Illinois Central
1410	224	16"x22"	56½"	140 lbs.	11,862 lbs.	56,100 lbs.	117,200 lbs.	1550 4½	1885	Illinois Central
1411	56	16"x22"	56½"	140 lbs.	11,862 lbs.	56,100 lbs.	117,200 lbs.	1550 4½	1887	Illinois Central
1412	57	16"x22"	56½"	140 lbs.	11,862 lbs.	56,100 lbs.	117,200 lbs.	1550 4½	1887	Illinois Central
1413	58	16"x22"	56½"	140 lbs.	11,862 lbs.	56,100 lbs.	117,200 lbs.	1550 4½	1886	Illinois Central
1414	59	16"x22"	56½"	140 lbs.	11,862 lbs.	56,100 lbs.	117,200 lbs.	1550 4½	1886	Illinois Central
1415	60	16"x22"	56½"	140 lbs.	11,862 lbs.	56,100 lbs.	117,200 lbs.	1550 4½	1886	Illinois Central
1416	62	16"x22"	56½"	140 lbs.	11,862 lbs.	56,100 lbs.	117,200 lbs.	1550 4½	1887	Illinois Central
1417	63	16"x22"	56½"	140 lbs.	11,862 lbs.	56,100 lbs.	117,200 lbs.	1550 4½	1887	Illinois Central
1418	76	16"x22"	56½"	140 lbs.	11,862 lbs.	56,100 lbs.	117,200 lbs.	1550 4½	1890	Illinois Central
1419	79	16"x22"	56½"	140 lbs.	11,862 lbs.	56,100 lbs.	117,200 lbs.	1550 4½	1890	Illinois Central
1420	143	16"x22"	56½"	140 lbs.	11,862 lbs.	56,100 lbs.	117,200 lbs.	1550 4½	1891	Illinois Central
1421	279	16"x22"	56½"	140 lbs.	11,862 lbs.	56,100 lbs.	117,200 lbs.	1550 4½	1891	Illinois Central

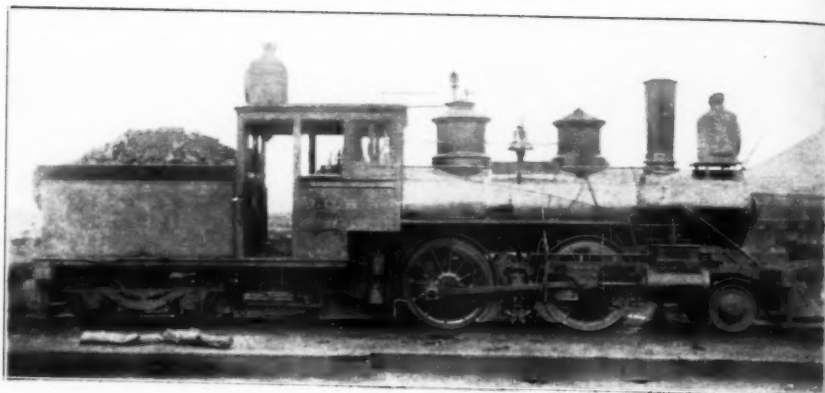
After this first batch had been placed in service, the Illinois Central determined on a larger type of engine with greater power, to cope with heavier trains, and two six-coupled engines were built by Rogers.

1422	231	18"x22"	56½"	160 lbs.	17,158 lbs.	92,000 lbs.	160,000 lbs.	2100 5	Nov. 30, 1892	Rogers Loco. Wks.
1423	232	18"x22"	56½"	160 lbs.	17,158 lbs.	92,000 lbs.	160,000 lbs.	2100 5	Dec. 8, 1892	Rogers Loco. Wks.

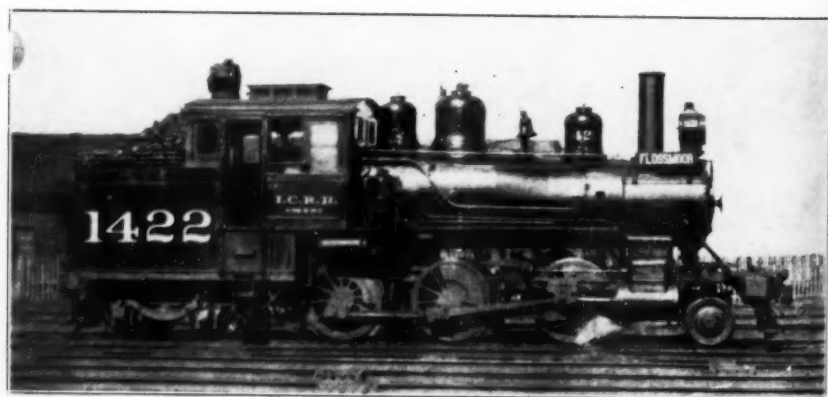
In the period around 1892-1893 experimental engines were employed in the suburban service, #130, a six-wheel switcher, being one of them so tried, as well as a regular suburban engine borrowed from the Philadelphia & Reading, #623, fitted with a Wootten firebox. Although she was tried out rather extensively, her design was not copied by the Illinois Central.

The next batch of suburban engines built for the Illinois Central was for ten engines. The last one built, #1433, was in a collision with a Michigan Central passenger train, on March 3, 1926, at a point where the South Chicago suburban line crosses the main line. It was so badly battered up, it was decided to scrap it. This was just a few months before the service was electrified.

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I. C. #211. I. C. 1887.



I. C. #1422. Rogers 1892.

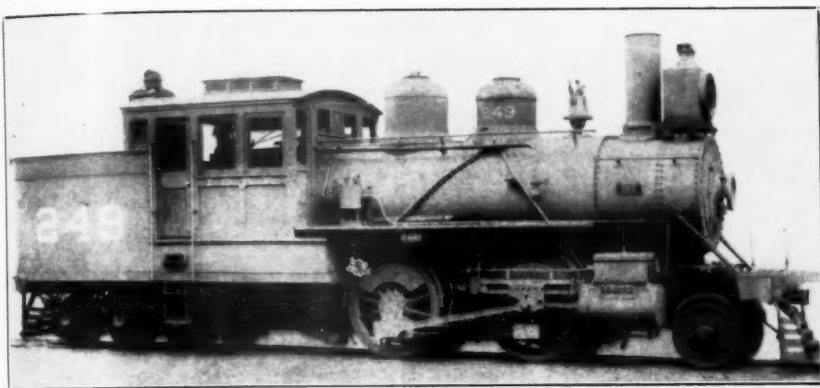
Latest Original No.	Cylinders	Drivers	Pressure	Tractive Effort	Weight on Drivers	Weight, Engine	Water Gallons	Coal Tons	Date Built	Builder
1424	241	17"x24"	56½"	16,695 lbs.	72,000 lbs.	166,000 lbs.	2500	6	Apr. 14, 1893	Rogers Loco. Wks.
1425	242	17"x24"	56½"	16,695 lbs.	72,000 lbs.	166,000 lbs.	2500	6	Apr. 14, 1893	Rogers Loco. Wks.
1426	243	17"x24"	56½"	16,695 lbs.	72,000 lbs.	166,000 lbs.	2500	6	Apr. 18, 1893	Rogers Loco. Wks.
1427	244	17"x24"	56½"	16,695 lbs.	72,000 lbs.	166,000 lbs.	2500	6	Apr. 20, 1893	Rogers Loco. Wks.
1428	245	17"x24"	56½"	16,695 lbs.	72,000 lbs.	166,000 lbs.	2500	6	Apr. 21, 1893	Rogers Loco. Wks.
1429	246	17"x24"	56½"	16,695 lbs.	72,000 lbs.	166,000 lbs.	2500	6	Apr. 22, 1893	Rogers Loco. Wks.
1430	247	17"x24"	56½"	16,695 lbs.	72,000 lbs.	166,000 lbs.	2500	6	Apr. 25, 1893	Rogers Loco. Wks.
1431	248	17"x24"	56½"	16,695 lbs.	72,000 lbs.	166,000 lbs.	2500	6	Apr. 26, 1893	Rogers Loco. Wks.
1432	249	17"x24"	56½"	16,695 lbs.	72,000 lbs.	166,000 lbs.	2500	6	Nov. 22, 1895	Rogers Loco. Wks.
1433	250	17"x24"	56½"	16,695 lbs.	72,000 lbs.	166,000 lbs.	2500	6	Nov. 23, 1895	Rogers Loco. Wks.
As the service required more motive power, it was considered advisable to reconstruct seven 10-wheel freight engines to fit them for suburban service										
1434	255	18"x24"	56½"	17,548 lbs.	81,400 lbs.	148,300 lbs.	2750	4	1882	Sch. Loco. Wks.
1435	257	18"x24"	56½"	17,548 lbs.	81,400 lbs.	148,300 lbs.	2750	4	1883	Sch. Loco. Wks.
1436	254	18"x24"	56½"	17,548 lbs.	81,400 lbs.	148,300 lbs.	2750	4	1882	Sch. Loco. Wks.
1437	272	18"x24"	56½"	17,548 lbs.	81,400 lbs.	155,130 lbs.	2750	4	1886	Sch. Loco. Wks.
1438	276	17"x24"	56½"	15,632 lbs.	72,275 lbs.	155,130 lbs.	2750	4	1886	" Conv'd. from
1439	277	18"x24"	56½"	17,548 lbs.	72,275 lbs.	155,130 lbs.	2750	4	1886	" 4-6-0 to 4-6-4
1440	279	18"x24"	56½"	17,548 lbs.	72,275 lbs.	155,130 lbs.	2750	4	1886	" by I.C.R.R. about 1895

These engines originally were built for the Chesapeake, Ohio & S. W., coming with the lease to the I. C. R. R. in 1897. After some years light Schenectady moguls were converted to suburban engines:

Latest Original No.	Cylinders	Drivers	Pressure	Traction Effort	Weight on Drivers	Weight, Engine	Water, Gallons	Coal, Tons	Date Built	Builder
1441	450	18"x24"	56 1/2"	17,548 lbs.	85,000 lbs.	163,300 lbs.	2750	5 1/2	1889	Sch. Loco. Wks.
1442	451	18"x24"	56 1/2"	17,548 lbs.	85,000 lbs.	163,300 lbs.	2750	5 1/2	1889	Sch. Loco. Wks.
1443	455	18"x24"	56 1/2"	17,548 lbs.	85,000 lbs.	163,300 lbs.	2750	5 1/2	1889	Sch. Loco. Wks.
1444	458	18"x24"	56 1/2"	17,548 lbs.	85,000 lbs.	163,300 lbs.	2750	5 1/2	1889	Sch. Loco. Wks.
1445	452	18"x24"	56 1/2"	17,548 lbs.	85,000 lbs.	163,300 lbs.	2750	5 1/2	1889	" " Conv'd. from
1446	453	18"x24"	56 1/2"	17,548 lbs.	85,000 lbs.	163,300 lbs.	2750	5 1/2	1889	" " 2-6-0 to 2-6-4
1447	448	18"x24"	56 1/2"	17,548 lbs.	85,000 lbs.	163,300 lbs.	2750	5 1/2	1889	" " by I.C.R.R.
1448	449	18"x24"	56 1/2"	17,548 lbs.	85,000 lbs.	163,300 lbs.	2750	5 1/2	1889	" " about 1916-17
The final batch of eight engines and the largest of all of the suburban locomotives, were No. 1449 to 1456. No. 1449 was the only one of these engines fitted with a steel cab.										
1449	485	19"x26"	56 1/2"	23,299 lbs.	121,450 lbs.	211,070 lbs.	3105	6 3/4	1893	Brooks Loco. Wks.
1450	438	19"x26"	56 1/2"	23,299 lbs.	121,450 lbs.	211,070 lbs.	3105	6 3/4	1896	Rogers Loco. Wks.
1451	408	19"x26"	56 1/2"	23,299 lbs.	121,450 lbs.	211,070 lbs.	3105	6 3/4	1892	Rogers Loco. Wks.
1452	402	19"x26"	56 1/2"	23,299 lbs.	121,450 lbs.	211,070 lbs.	3105	6 3/4	1892	Rogers Loco. Wks.
1453	430	19"x26"	56 1/2"	23,299 lbs.	121,450 lbs.	211,070 lbs.	3105	6 3/4	1893	Rogers Loco. Wks.
1454	416	19"x26"	56 1/2"	23,299 lbs.	121,450 lbs.	211,070 lbs.	3105	6 3/4	1892	Rogers Loco. Wks.
1455	410	19"x26"	56 1/2"	23,299 lbs.	121,450 lbs.	211,070 lbs.	3105	6 3/4	1892	Rogers Loco. Wks.
1456	476	19"x26"	56 1/2"	23,299 lbs.	121,450 lbs.	211,070 lbs.	3105	6 3/4	1895	Brooks Loco. Wks.

First four converted from 2-6-0 to 2-6-4 by I.C.R.R. about 1922-23.

Last four converted from 2-6-0 to 2-6-4 by I.C.R.R. about 1924.



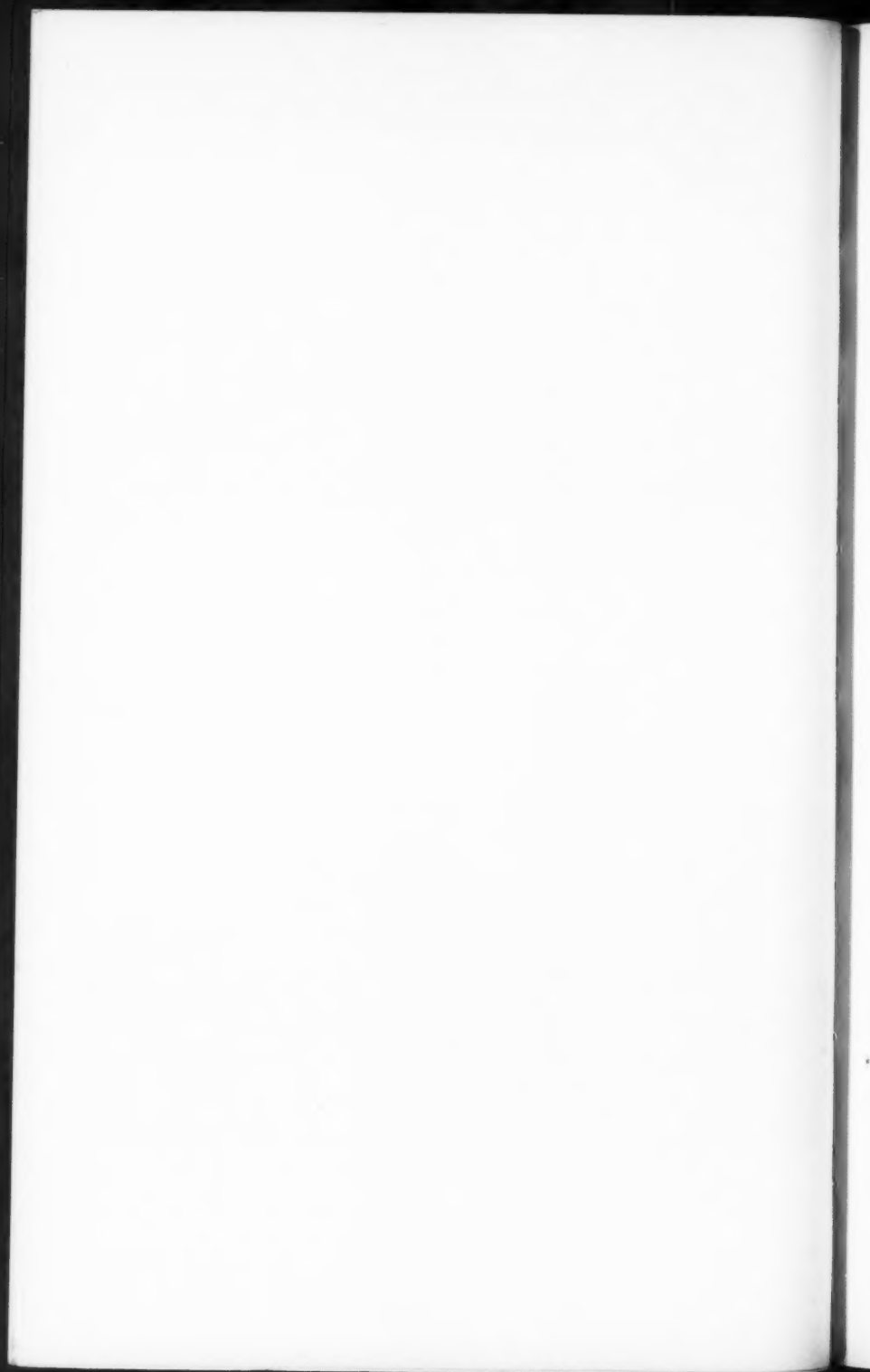
I. C. #249. Rogers 1895.

—Courtesy of W. A. Lucas.



I. C. #1437. Schenectady 1886. Converted from 4-6-0 by I. C. about 1895.

—Courtesy of E. B. Adams.



Upon the conclusion of their service to the Illinois Central, one engine, #1423, was sold to a gravel company at Coleman, Ill., #1424 and 1432 were sold to the Peoria & Pekin Union Railway where they became #18 and 19. One, number not known, was disposed of to the Manchester & Oneida Railway, which road numbered it 4. Two, Nos. 1450 and 1452 were sold to the Central of Georgia Railway, where they became #300 and 301. One, #1442, with its pony truck removed, served for a while as shop switcher at the Centralia, Ill., roundhouse; three others, numbers unknown, served in shuttle service between Cairo Junction (now North Cairo) and Cairo, Ill.; while two others, #1454 and one other, ran in local service between New Orleans and Harahan Junction, around 1928.

No. 1410 was disposed of to Central Sand & Gravel Company, #1420 to Million Sand & Gravel Company, #1444 to Wolf River Sand & Gravel Company, Nos. 1409 and 1417 to M. S. Kaplan & Company, Chicago, for scrap, Nos. 1404, 1406, 1407, 1408, 1419, 1421, 1422, 1425, 1426, 1438, 1445 and 1447 to Stock Yards Scrap Company, Chicago, for scrap, the remaining ones not already enumerated, being disposed of to Briggs & Turvis of Chicago, for scrapping.



Before concluding Mr. Medin's contribution, it might be wise to add a word relative to Mr. Forney.

Matthias N. Forney was born in Hanover, Pennsylvania, of German stock, in 1835. Upon the death of his father, when he was 12 years old, leaving the mother with three sons and three daughters, Matthias was sent to Baltimore to a school similar to our high schools. In April, 1852, he became an apprentice in the shop of Ross Winans. Here he spent three years in the shop and one in the draughting room. At the end of his apprenticeship he secured a position as draughtsman in the shops of the Baltimore & Ohio R. R., then in charge of Henry Tyson.

Not satisfied with the outlook in the railroad world, he went into the mercantile business in Baltimore but three years later we find him as a draughtsman under Samuel J. Hayes of the Illinois Central R. R. He remained with the Illinois Central R. R. three years and then went with the Detroit Iron and Bridge Works. In the spring of 1865 he was engaged by the president of the Illinois Central R. R. to superintend the construction of some locomotives that were being built for that road by Messrs. Hinkley & Williams, of Boston. He remained until they were completed and for three years he was with the Hinkley & Williams firm, partly as a designer and partly as traveling agent.

In 1870 he accepted the position of associated editor of the "Railroad Gazette," published at that time in Chicago. The great fire in 1871 caused the paper to be moved to New York. It was soon after this that H. W. Dunning, at that time editor-in-chief and Mr. Forney each bought a half interest in this paper. Mr. Forney had the engineering and mechanical details; Mr. Dunning the transportation and traffic. In 1873 Mr. Forney commenced the preparation of his—"The Cate-

chism of the Locomotive." This appeared in the "Gazette" in serial form, was subsequently published in book form and has been revised and rewritten several times. It was one of the most popular and useful publications ever prepared for the railroad man.

It was through his influence in the Master Car Builders' Association that that body was reorganized so that it would be more closely in touch with the railways and their officials.

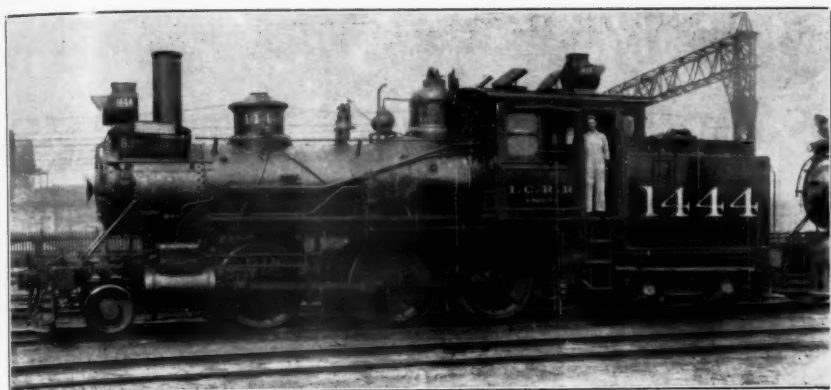
It was about 1889 that Mr. Forney retired from the "Gazette," deciding to have some leisure. This did not last long and again we find him as the publisher and editor of the "Railroad and Engineering Journal"—a consolidation of the "American Railroad Journal" and "Van Nostrand's Engineering Magazine."

Mr. Forney's fame will always be that of a journalist and author. As editor of the "Railroad Gazette" there were the proponents of the narrow gauge, inventors of such locomotives as the Fontaine "freak"—and always, Mr. Forney advocated plain common sense and sound engineering. He took out no less than 33 patents for the improvement of the locomotive.

It was during the summer of 1872 that an epidemic killed a number of horses in all of our large cities. It became obvious to Mr. Forney that a steam locomotive should replace these horses on street cars. His first engine was of the 0-4-4 type, had an upright boiler and arranged so that most of the weight was carried on the drivers, while water and fuel was placed over the truck. Although the idea never took a great hold on our street railways, for horses were used until the advent of the electric motor, Mr. Forney succeeded in interesting the railroads to use a decent locomotive for suburban service rather than a worn out road or switch engine. With the coming of the elevated railways in New York and Chicago, here again, this type was first used, with good success, but not without a bitter battle.

The true "forney" engine has no leading wheels—it was the intention of running the engine with the truck forward. Thus an engine of the 0-4-4 type would be run as a 4-4-0, but the fact that these engines did not require turning caused them to be used as such. To eliminate excessive flange wear on the drivers, a two wheeled truck was subsequently placed before the drivers and as such, many of these locomotives were built, the design improved upon by Mason, Hudson and others. These have been called "double-enders."

Very few of these locomotives remain on our railroads today, the electrification of our suburban service eliminated most of them. But there are some gentlemen in the steam locomotive field, whose opinions still rate high, that feel that there was and perhaps still is, a use for this type of locomotive in suburban and branch line service rather than to entrust same to an old worn out "mainliner" who never was built for frequent starts and stops and rapid acceleration and cannot do the work economically.



I. C. #1444. Schenectady 1889. Converted from 2-6-0 by I. C., 1916-1917.



—Courtesy of Illinois Central R. R.
Randolph Street Passenger Station at 5.25 P. M., May 21, 1895.



Map of Cumberland & Pennsylvania R. R.



C. & P. Caboose #139 at Westernport, Md., 8-12-1942.

The Cumberland & Pennsylvania Railroad

By W. R. Hicks

"Rail Shipments Cost Less"—These words, painted in white, will be found on both sides of each one of the bright red cabooses belonging to the interesting and enterprising Cumberland and Pennsylvania Railroad. The trackage of this railroad takes you through canyons, over many bridges, up hills with the aid of switchbacks and through a hill by means of a tunnel. The railroad's corporate and economic history takes us back a hundred years, paralleling the development of the coal and iron industry in Western Maryland.

The total trackage amounts to 97.4 miles, of which 33.0 miles comprises the Main Line operating from Cumberland, Maryland to Piedmont, West Virginia. "Consolidations" (Prior to the Western Maryland 2-100s) hauled the trains made up principally of coal cars, and until recently a gasoline-electric, taking care of mail, express and passenger needs, made two round trips each week-day over the Main Line. After ninety-seven years of continuous service, passenger service was discontinued on September 1, 1942.

The City of Cumberland, known as the "Queen City of Maryland", which is the eastern terminus of the railroad, rests in an open amphitheatre, set around with high walls and prominent mountain tops. The Cumberland and Pennsylvania crew, after delivering their trains to either the B & O, the Western Maryland, or both pick up their return train usually made up of empty coal cars for delivery to the many mines back in the hills. The first part of the trip is fairly easy on the engine and runs along the north bank of Wills Creek, through the "Narrows", a startling gap in Wills' Mountain on the western side of Cumberland. This chasm has a width of five hundred feet at its base with its cliffs rising almost perpendicularly for a height of seven-hundred feet. The National road (US 40) and the Western Maryland RR, over which the Bedford and Huntington Branch of the Pennsylvania Railroad runs, occupies one bank of the stream while the Cumberland and Pennsylvania monopolizes the space between the cliffs and the water's edge on the other. At the west end of the "Narrows", near the mouth of Braddock's Run, the Eckhart Branch leaves the main stem. Braddock's Run, rises near Frostburg, receives the waters of Prestons' Run, and after flowing eastwardly for about six miles passes through a gap in Davis Mountain and empties into Wills' Creek, two miles north and west of Cumberland. Through this natural avenue, the Cumberland and Pennsylvania finds a way up the heavy grades to Frostburg. Between Hays Street, Cumberland and Mount Savage Junction, a distance of 3.2 miles, the Baltimore & Ohio operates its trains under a trackage agreement made with the Pittsburgh and Connellsville RR in 1903, which provides a stipulated rental, plus cost of maintenance according to use.

At Mount Savage Junction we start to climb, soon leaving the State Line Branch, which going off to the North, connects with the Pennsylvania Railroad. We shortly arrive at Mount Savage pulling quite a ways into the yard so that the caboose clears the switch for the first switch back. Such switching as is necessary is now done, the engine is serviced and made ready for even greater grades.

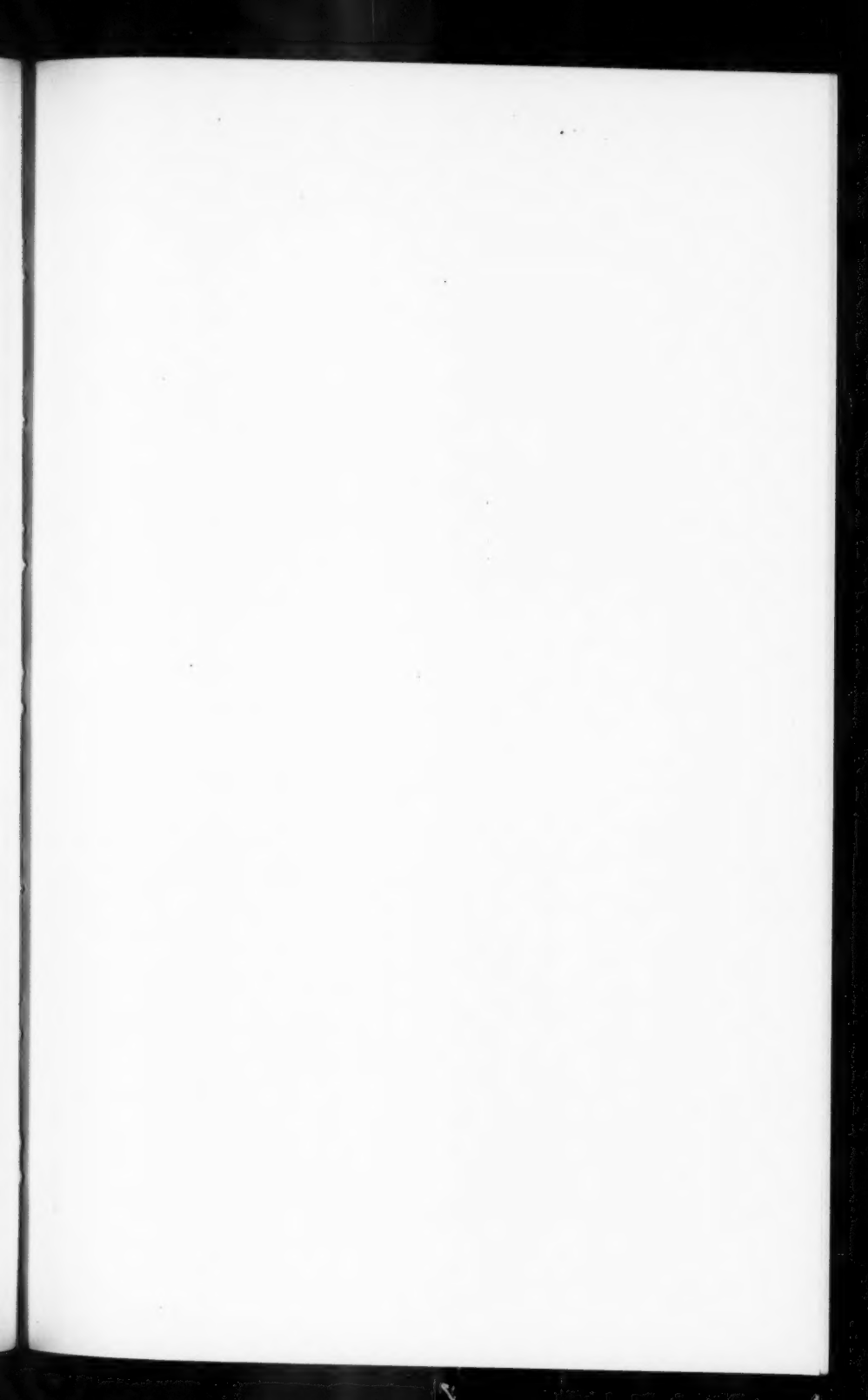
William Cullen Bryant, the famous poet and editor of the New York Evening Post, made a visit in 1860 to Mount Savage and in his article after telling about a most beautiful trip over the Baltimore and Ohio Railroad he says, "At Cumberland you leave the Baltimore & Ohio and enter a single passenger car at the end of a long row of empty coal wagons, which are slowly dragged up a rocky pass beside a shallow stream into the coal regions of the Alleghanies."

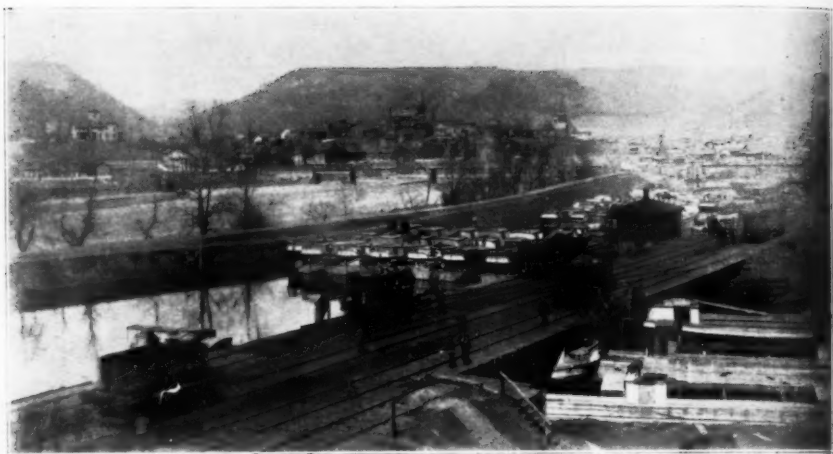
The Company's locomotive and car shops at Mount Savage, built at the close of the Civil War, are completely equipped with the most modern machinery. Besides the building, rebuilding and repairing of locomotives and cars for the Company, these shops have done a large business in manufacturing for the general market.

Upon signal from the conductor and after the usual three blasts of the whistle, the train backs up, thus starting into the first switch back, backing for about a mile until the spring switch is thrown after clearance by the engine. Two short blasts announces the forward motion of the train, again working up grade, overlooking the yards we have just stopped at and also giving a good birdseye view of the shops, station and yards at Mt. Savage. We are on our way up to Frostburg 7.7 miles distant. Another switch back must be used to climb the grade before reaching the Frostburg Station.

Again we run through a switch with the engine coming to a halt near the end of the track. After the switch is thrown, we back up a winding steep grade going under the Connellsville Branch of the Western Maryland Railway and shortly thereafter coming to a stop as we clear a spring switch at "Number Nine" and make ready to again go ahead. A splendid view of the Western Maryland can be had here and if you take a look you will notice the sand in the ballast on their west bound track due to the constant sanding of their many double headers and pushers as they labor up the hill. Working hard for a quarter of a mile we curve to our right over the Western Maryland and then after crossing we start turning left again, crossing over the Western Maryland for a second time. These bridges are so close together that we can see the cars of our short train from the engine as we cross this second bridge. A stop is made at the Frostburg Station for orders, after which we go through a tunnel which is five-hundred and eighty feet long, bored under the town. We are now fourteen hundred feet above Cumberland which is eleven miles distant.

It was at Frostburg that Mr. Thomas H. Paul built his own machine shops, operating under the name of Thomas H. Paul and Sons Iron Works. Prior to his settling in Frostburg, Mr. Paul had been an en-





Cumberland, Md. About 1890. C. & P. Coal Wharf at C. & O. Canal.



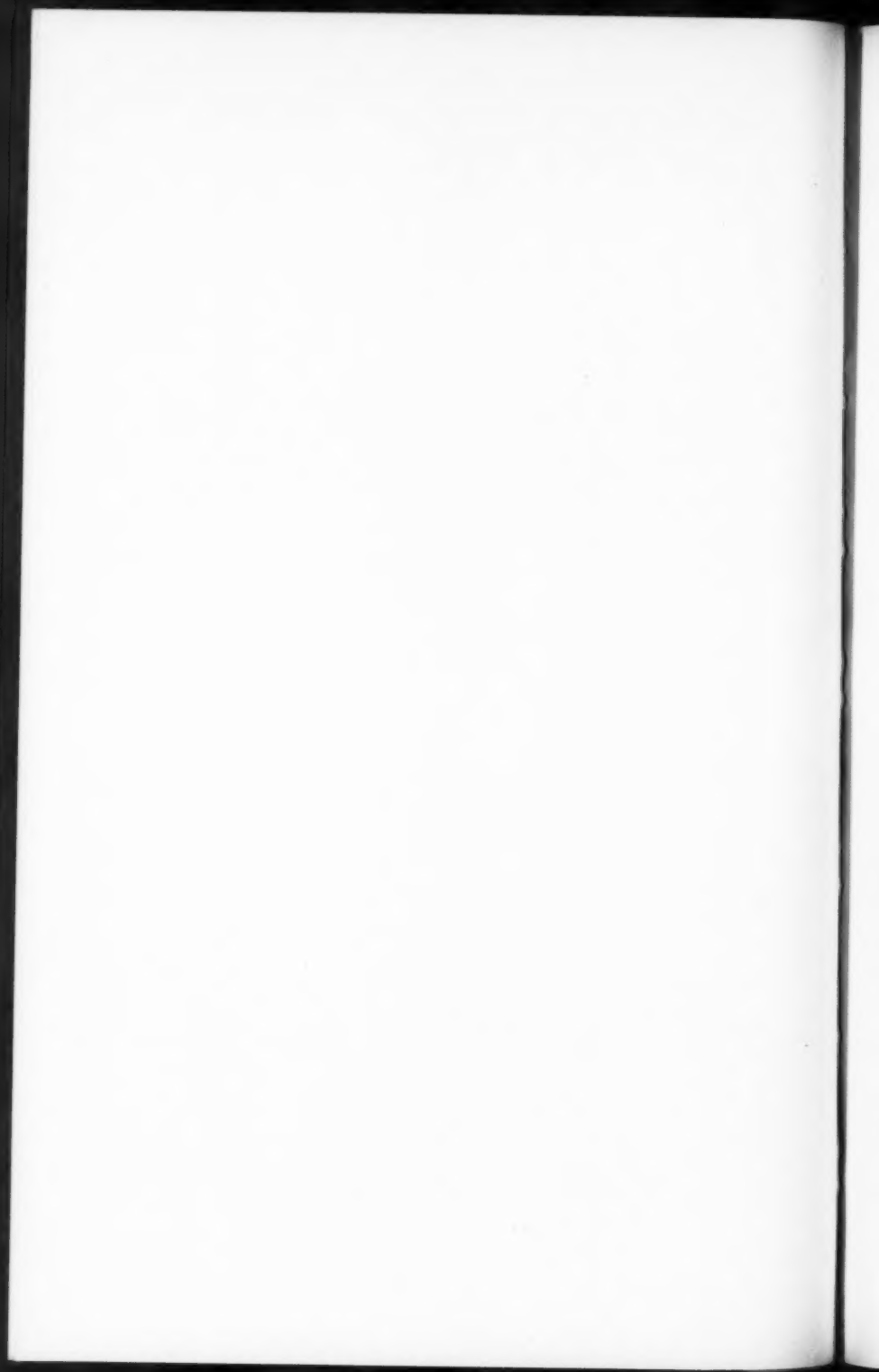
Mt. Savage Jct. April 3, 1942. Taken from rear of train. B. & O. Tracks begin at the left.



Station at Mt. Savage, Md. Mr. Gerald Farrell, Fireman on C. & P. in Picture. Aug. 12, 1942.



Yard at Mt. Savage, Md., May 20, 1943. Track to right past station goes up to shop and at one time was passenger track to Frostburg, Md.



gineer on the Paterson and Hudson River Railroad, next a machinist employed in the Rogers Locomotive Works at Paterson, New Jersey, and later Master Mechanic of the Cumberland and Pennsylvania Railroad. It is claimed that he built in his shop in Frostburg, the first narrow gauge locomotive built in America. This engine, built for The Potomac Company, was placed in service on June 19, 1864.

Leaving Frostburg, we continue along the ridge, passing small towns and the well-known Borden Shaft. Coal mines are on both sides of the tracks with cars being loaded with the ebony harvest of the coal fields. We are constantly stopping to drop off a few cars and to run a few loaded cars onto a side track. As we approach the Midlothian Branch we meet the freight for Westernport.

Our engine is going to return to Frostburg therefore we change to the Westernport engine so as to continue on our way. The Midlothian and Carlos Branches leave us to the north and we shortly approach Lonaconing, which is 8.1 miles from Frostburg. The many abandoned spurs to long forgotten coal mines greatly impress one not familiar with the territory. We are still about fourteen hundred feet above Cumberland. Lonaconing is eight miles from Piedmont, West Virginia and is the location of The Georges Creek Coal and Iron Company, which Company during the year 1850 constructed a railroad from Lonaconing to Westernport. Because of a devastating fire in 1881 a special train on the Cumberland and Pennsylvania brought fire apparatus from the city of Cumberland to Lonaconing. The Cumberland and Pennsylvania depot was one of the few buildings that did not burn.

From Lonaconing we follow the valley of George's Creek Narrows, which is paralleled by mountain ridges a thousand feet above the creek on either side. Our tracks take us descending through Barton with our air pumps going steadily and into Westernport, which is the location of an engine shed as well as a transfer point with the Western Maryland. We place on siding such cars as are to be routed over the Western Maryland. With the remaining train we cross the Potomac, arriving in Piedmont, West Virginia, where we place on siding the remaining train for the B & O. We are now back to the level of the Potomac River. With connecting railroads at both ends of the line, the Cumberland and Pennsylvania is in an enviable position; at all times moving their coal trains to the level of the Potomac River. The return trip cars are picked up and we head to Westernport, the run over for the day.

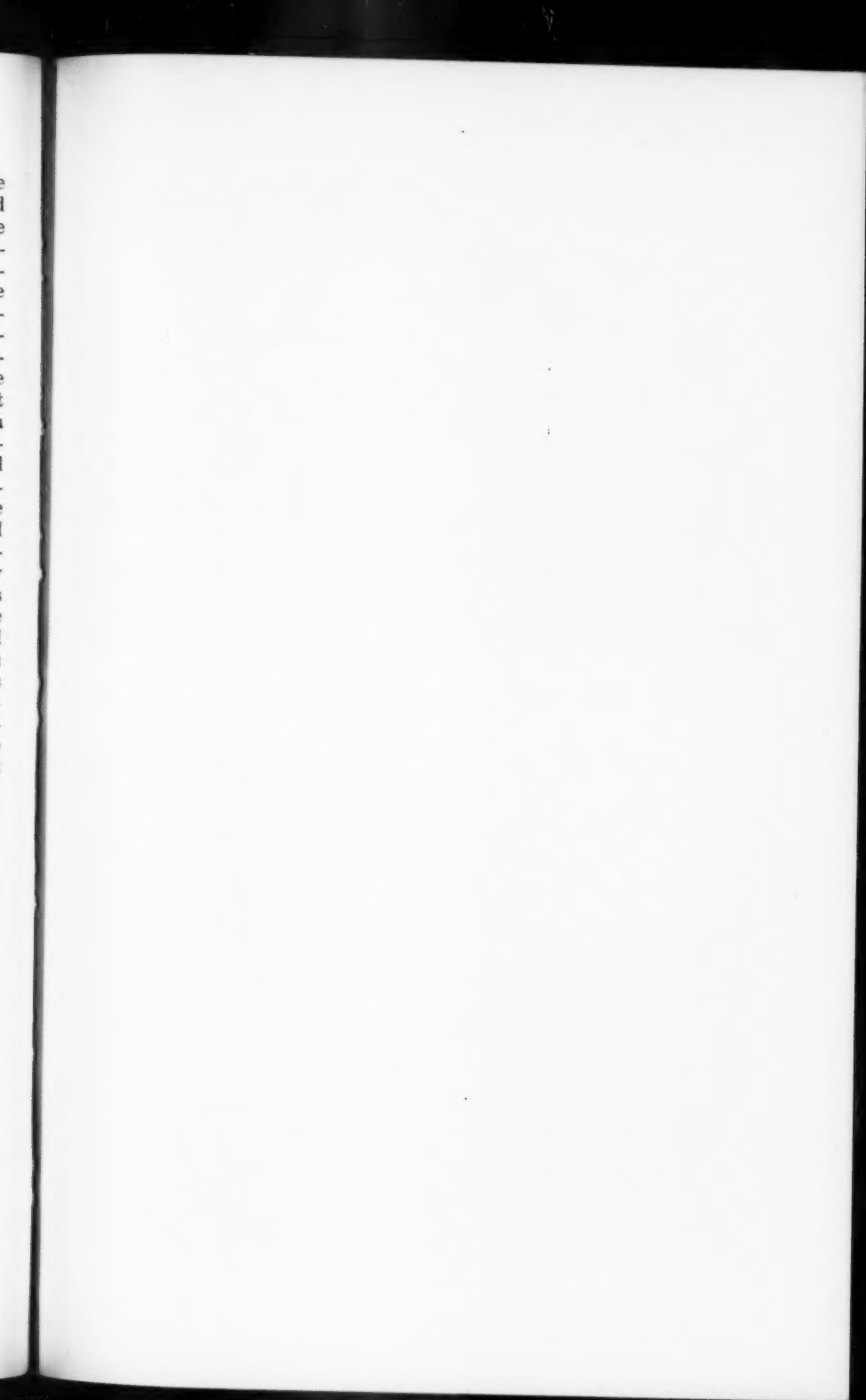
Many interesting stories are told about the passenger service which was provided for so many years. Some of the older residents tell about the combination ticket that was issued for a night excursion. This ticket provided a round trip on the train and a ticket of admission to the Academy of Music at Cumberland. Another story told by the older residents is that for a good many years on the Fourth of July, engine #17 pulled the passenger train and was trimmed in red, white and blue bunting with a picture of George Washington in the head lamp. The railroad was really a part of the life of the territory it served.

Now that we have been over the main line, let us take a look at the history of this interesting road. On March 12, 1829, the Maryland Mining Company was incorporated in Maryland, this concern is the oldest corporate antecedent of the Cumberland and Pennsylvania Railroad. In 1845-1846, the Maryland Mining Company constructed a railroad from its coal properties at Eckhart Mines to the west end of the Cumberland Narrows, a distance of nine miles. This railroad has always been known as the Eckhart Branch. The Maryland Mining Company also owned the Potomac Wharf Branch, a line down to the Cumberland Basin of the Chesapeake and Ohio Canal. For many years there has been no passenger business over the road but at one time a most unusual service was provided. A coach was coupled on the end of a mixed train leaving Cumberland and upon arrival at Eckhart the pin was pulled and the brakes set. On scheduled time a brakeman released the brake and controlled the car for a return trip to a station in Cumberland. This was a real gravity railroad. On September 1, 1852, the large and valuable property of the Maryland Mining Company was sold at public sale and on November 4, 1852, was conveyed to the Cumberland Coal and Iron Company for the sum of \$500,100. This property included about nineteen hundred acres of land, a large part of which is underlaid by a great vein of coal, the village of Eckhart Mines and the railroad, which included not only the line from Eckhart to Cumberland but also the Potomac Wharf branch, which was one mile long. On March 1, 1870 this property, along with Hoffman Branch (1.3 miles), was conveyed to the Consolidation Coal Company, the owners by stock control of the Cumberland and Pennsylvania Railroad Company. The equipment mentioned in this transfer would indicate the motive power of the Eckhart Branch as consisting of five engines; two Winans coal burners (23 tons), one second-class wood and coal burner, one English make-American built (15 tons) and one second-class engine (12 tons). The Eckhart Branch became a corporate part of the Cumberland and Pennsylvania Railroad on November 8, 1915.

The next to be considered in the way of corporate antecedents is the Maryland and New York Iron & Coal Company, which was incorporated by an act of the General Assembly of the State of Maryland, passed March 12, 1838.

Please note the word "Iron" in the name of this Company. Not only were the early promoters after the coal but they believed there was considerable iron wealth in the lands of the region. In 1843 the company mill at Mt. Savage was built. This is considered the first blast furnace in the United States.

In 1844 the first rails made that were not strap rails, but what we now call rolled rails, were made at this mill. This first rail was an inverted "U" rail weighing 42 pounds to the yard, of which 500 tons were laid on part of the railroad from Mt. Savage to Cumberland. Later in the same year "T" rails weighing 50 pounds to the yard were rolled for the railroad from Fall River to Boston, Massachusetts. Dur-





Office for Shops, Mt. Savage, Md., April 5, 1944.



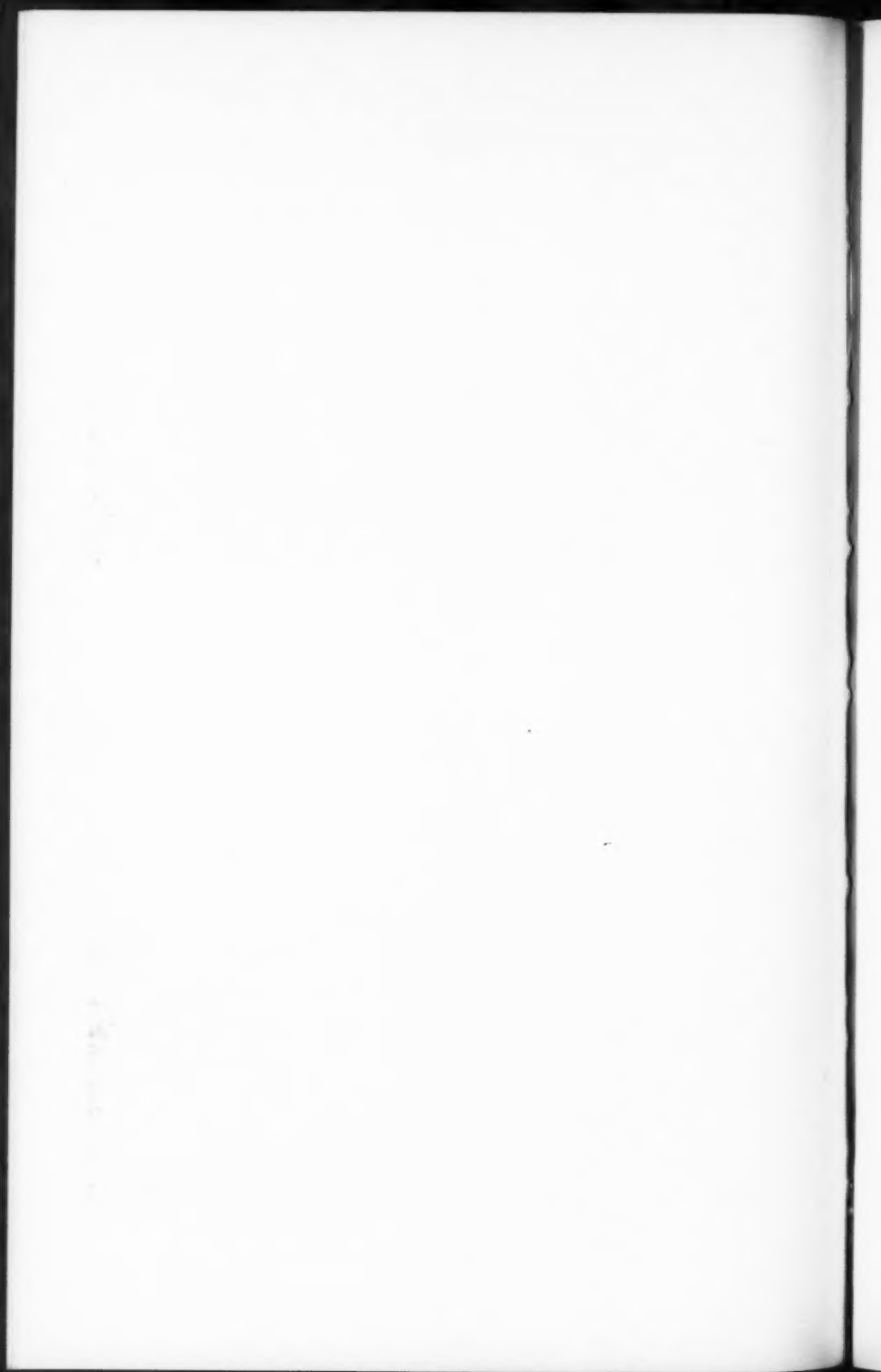
The westbound track of the W. M., is heavily sanded.



This picture taken from train going over upper bridge. May 21, 1943.



Taken from rear of train going through Wills Gap, April 3, 1942. B. & O. has trackage rights over these tracks.



ing the summer of 1846 the B. & O. purchased 15 miles of "U" rails weighing 51 pounds for renewal of its rails between Baltimore and Harpers Ferry.

The portion of the Charter of the Maryland and New York Iron and Coal Company authorizing the construction of the railroad is of particular interest, so it is quoted:

"Section 6 And be it enacted, that for the purpose of enabling said Company to transport the produce of the mines, and of the counties through which their railroad shall pass, in the cheapest and most expeditious manner, the said Company, and the President and Directors thereof, shall be and hereby are respectively invested with all and singular the rights, profits, powers, privileges, authorities, immunities and advantages for the surveying, locating, establishing and constructing a railroad and its necessary appurtenances, beginning the same at the mines of the said Company, and running to a convenient point or points on the basin or canal of the Chesapeake and Ohio Canal Company, at or near the town of Cumberland in this State; and for the using, preserving, and controlling the said railroad, its necessary vehicles and appurtenances, and every part thereof, or borrowing money on the credit of the Company for its lawful purposes. Provided, that no such borrowing of money shall imply a right to borrow or purchase the stocks of the State or any other description of property whatever, which by the act, and more particularly the fifteenth section thereof, incorporating the Baltimore and Ohio Railroad Company, and its several supplements, were, for the lawful purposes of said Company, and the benefit of its corporations, given, granted, authorized, and secured to the said Company, and its President and Directors respectively, as fully and perfectly as if the same were here in repeated: Provided, That it shall not be lawful for the said Maryland and New York Iron and Coal Company to occupy or use any portion of the lands that may be necessary for the accomodation of the Canal and works of the Chesapeake and Ohio Canal Company, or for the main route of the Baltimore and Ohio Rail Road, or that may be within the limits of either of the public roads there now existing, except to cross these roads without injury to the same; and provided also, that full right and privilege is hereby reserved to the same; and provided also, that full right and privilege is hereby reserved to the citizens of this State, or any Company now or hereafter to be incorporated under the authority of this State, to connect with the railroad, if in the opinion and judgment of the commissioners of Allegheny County for the time being, passed upon hearing of all parties interested, no injury would be done by such connection, to the railroad of said Company, and that the said Company shall transport on the said railroad, at the rate of one cent a ton per mile on all goods, merchandize, or property of any description whatsoever, transported on said railroad, or any lateral way which they may construct, and also not exceeding two cents per mile for each passenger transported on said road: Pro-

vided always, that when any car shall be placed on said rail road, it be adapted in size and all necessary particulars to said railroad; and provided for this, that the Legislature of this State may, at any time hereafter, regulate, modify, or change the control, use, and estate of said railroad as shall be constructed, under the authority hereby given, in such manner as it may deem equitable toward the said Company, and necessary to the accomodation of the public travel or use of the said rail road."

The same year that the rolling mill was built, a railway connecting the rolling mills extensive coal mines with the Baltimore and Ohio Railroad was projected, it was represented to the B. & O. that the success of the mining company would depend largely upon the rate at which coal could be transported by rail from Cumberland to Baltimore, and that this would have to be determined in advance. At first the B. & O. refused to enter into a permanent contract, because it would involve the expense of building a large number of cars especially designed for carrying coal, these cars could not be advantageously used in the transportation of freight. Subsequently, however, upon a guarantee being made that 175 tons of coal per day would be furnished for 300 days in the year, the B. & O. entered into a contract by which it agreed to transport coal from Cumberland to Baltimore for 1-1/3c per ton per mile with 10c per ton added for hauling the cars through the streets of Baltimore to the point of delivery, the cost of loading and unloading to be borne by the mining company. This contract was made early in January 1844, but it was not to take effect until the projected railway to the mines had been completed.

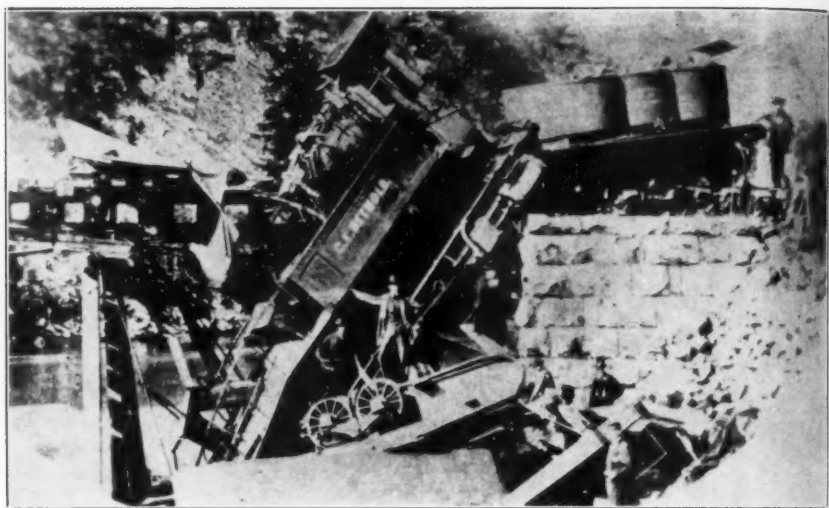
The first section of the road built, which now comprises the Main line, was called the Mount Savage Railroad. On November 6, 1843 the Maryland and New York Iron & Coal Company, the owners of the Mount Savage Railroad, asked permission to build a railroad track through the town of Cumberland, but the Council declined to grant it, unless the census of the citizens should be taken upon the question. The railroad started in 1844 was completed in 1846, connecting the Mount Savage Iron Works with Cumberland. We find that the Cumberland City Fathers then soon permitted the building of the railroad within the limits of Cumberland.

On February 7, 1848 the properties of the Maryland and New York Iron & Coal Company were taken over by the Mount Savage Iron Company.

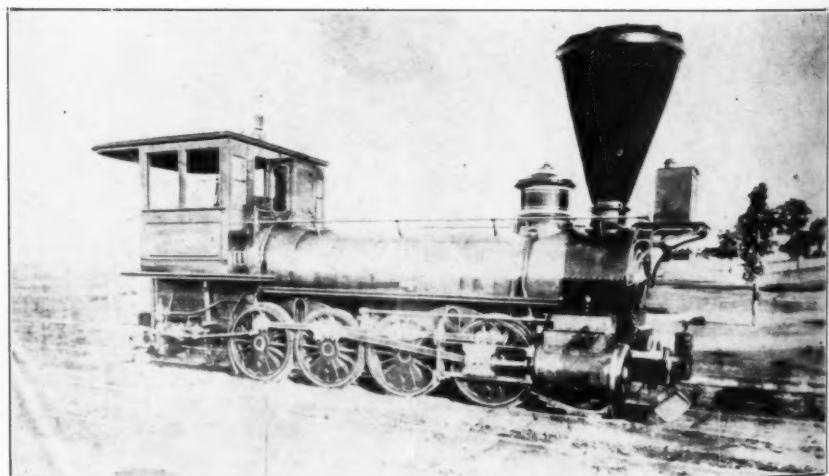
Also, in 1848 the tracks were laid through the "Narrows" and across Wills' Creek to the basin, near Washington Street. Junction was made with the B. & O. at this time. The B. & O. had previously entered Cumberland on November 3, 1842.

The year 1850 provides three major construction happenings. The Chesapeake and Ohio Canal Company which had taken over the assets of the Potomac Company, whose first president was George Washington, reached Cumberland; the Potomac Wharf for loading boats with coal



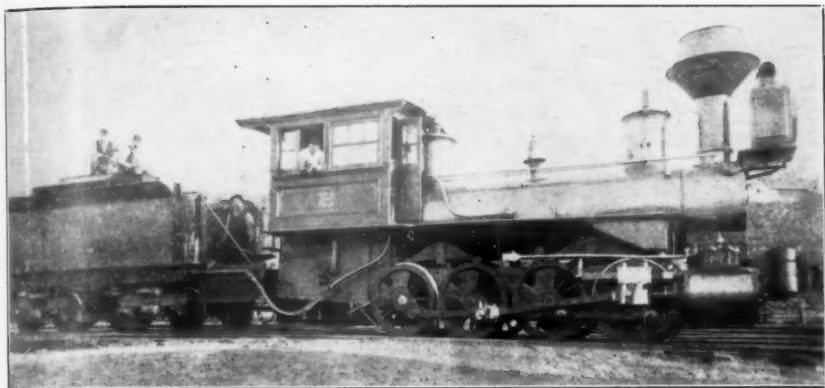


C. & P. "C. E. Detmold," 0-8-0. Winans, wrecked at Wills Creek about 1865. Rebuilt and renumbered 11 in 1870.



C. & P. "Potomac," built by Haywood-Bartlett \pm 13, 7-24-1865. Rebuilt to \pm 16.

—Courtesy of Thomas Norrell.

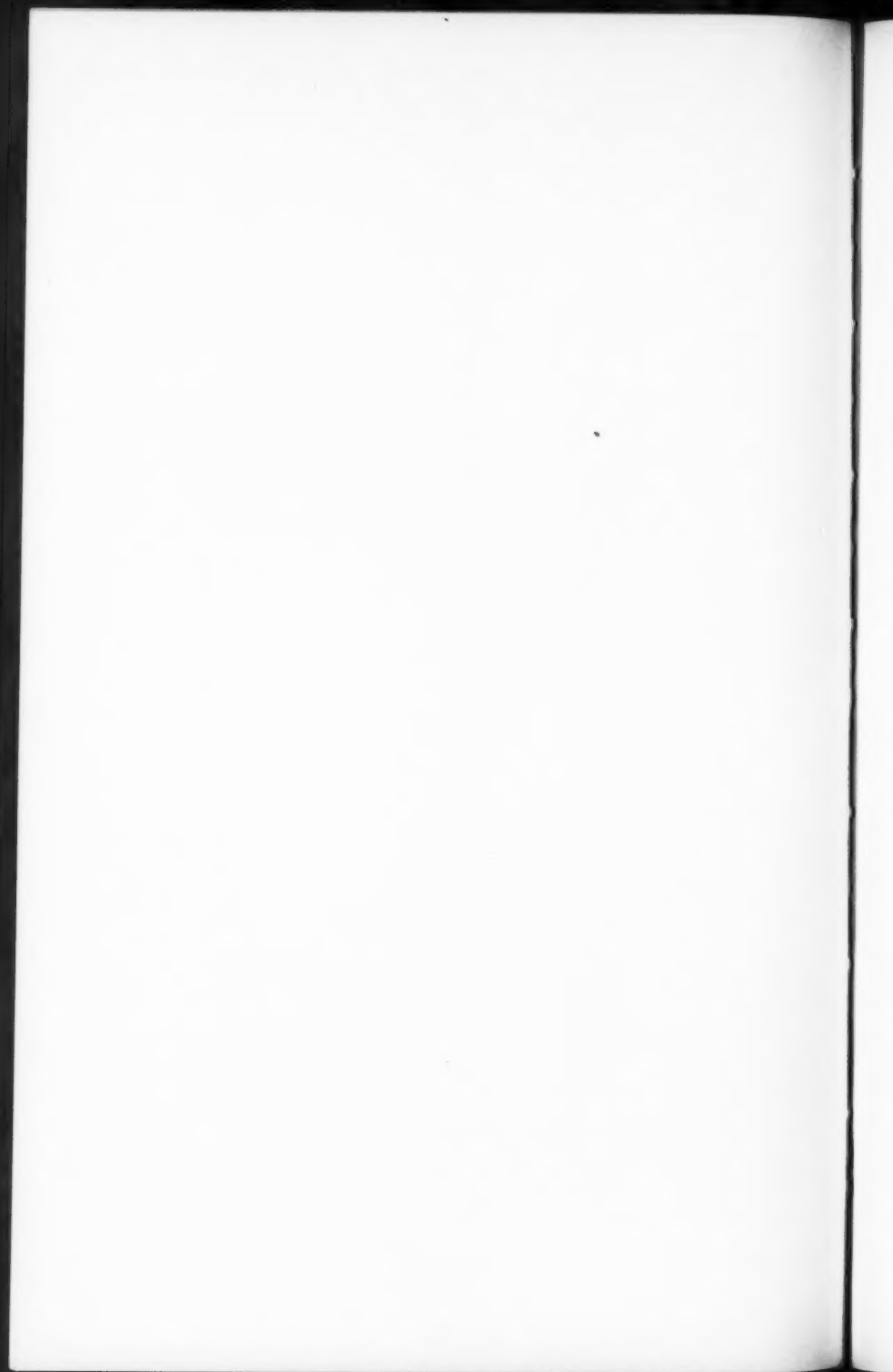


—Courtesy of Mr. Farrell.

C. & P. #2. Winans 1853, rebuilt Mt. Savage under direction of Mr. Millholland, at Eckhart, Md. about 1875. Ex-"Highlander" 1870.



C. & P. #10, 4-6-0, Mt. Savage 10-1903, at Cumberland, Md., in 1920.



was constructed and the railroad was extended beyond Mt. Savage to the foot of the hill at Frostburg, where it received coal from the mines opened at this point.

On March 4 1850 The Cumberland and Pennsylvania Railroad Company was incorporated in Maryland. On January 2, 1854 the Mt. Savage Iron Company conveyed to the C. & P. R. Co. the then existing main line (14 miles) along with the Potomac Wharf Branch (9 miles). Thus the C. & P., as we know it today, began to acquire physical properties.

By 1858 the C. & P. had pushed west as far as Lonaconing and on October 23, 1863 the C. & P. purchased the George's Creek R. R. for \$250,000, thus providing the entry into Piedmont, West Virginia, The George's Creek R. R. having been built in 1853. The C. & P. does not have a separate Charter in West Virginia.

The reports of 1870 show the C. & P. operating with 23 engines, 5 passenger cars, 7 combination mail, baggage and express cars and 420 coal cars. This same year the C. & P. handled about 1,700,000 tons of coal. In 1882 the locomotives had been increased to 25 and coal cars to 457. Mr. Charles F. Mayer was President during this time and here received his training for his position as president of the B. & O.

So as to reach the Bedford Branch of the Pennsylvania system to take advantage of the market offered, in 1872 the State Line Branch was completed from Kriegbaum, Maryland to State Line, Pennsylvania.

Like all railroads of its time, the C. & P. tried to prevent another railroad from crossing its tracks. In 1879 the C. & P. derailed an engine near the narrows in an attempt to prevent the Pennsylvania Railroad in Maryland from installing a necessary cross-over switch. The attempt, after displaying much harsh feeling, failed.

Reports to stockholders from 1885 on, follow the course of the country's general business conditions. As greater tonnage trains came about, we learn of the relaying with heavier rails, rebuilding bridges, construction of new locomotives for their own use as well as sale to other carriers and the building of more coal cars. New stations were built and the properties steadily improved.

The 1897 report to stockholders states—"The last Winans engine was condemned last year and a new freight locomotive built at Mt. Savage Shops". The engine built was number 59, renumbered 19 in 1905, and sold to The Millers Creek Railroad in 1913.

The strategy of the Railroad Giants involved the C. & P. in 1902, at which time Mr. Loree was President of the B. & O., representing the stock interest of the Pennsylvania Railroad. The B. & O. controlled a substantial interest in the Consolidation Coal Company—going back as far as 1876—so when it became apparent that the Gould interests were planning on purchasing the properties of the Fairmount Coal Company to connect the Western Maryland with the then Gould Roads, the B. & O. influence in the Consolidation Coal Co. came forward and engineered the purchase of the Fairmount Coal Co., The Somerset Coal Co. and the Clarksburg Coal Co. and thus the C. & P. interests blocked Gould's plan.

The total employees of the C. & P. as of December 31, 1941 was 251—with officers as follows:—

Robert C. Hill
J. N. Snider
William Claus

C. E. Beachley
G. W. Kratz

President
Vice President
Vice President &
General Manager
Secretary & Treasurer
Controller

The C. & P. shops, which have previously been touched on, were built on the site of their present location in 1865 and 1866 immediately following the close of the war between the States and since that date have served, not only for the building and maintaining of the locomotives and cars sold and owned by the C. & P. Railroad Company, but have provided the means for taking care of the mechanical work done for the local mining and fire brick industries.

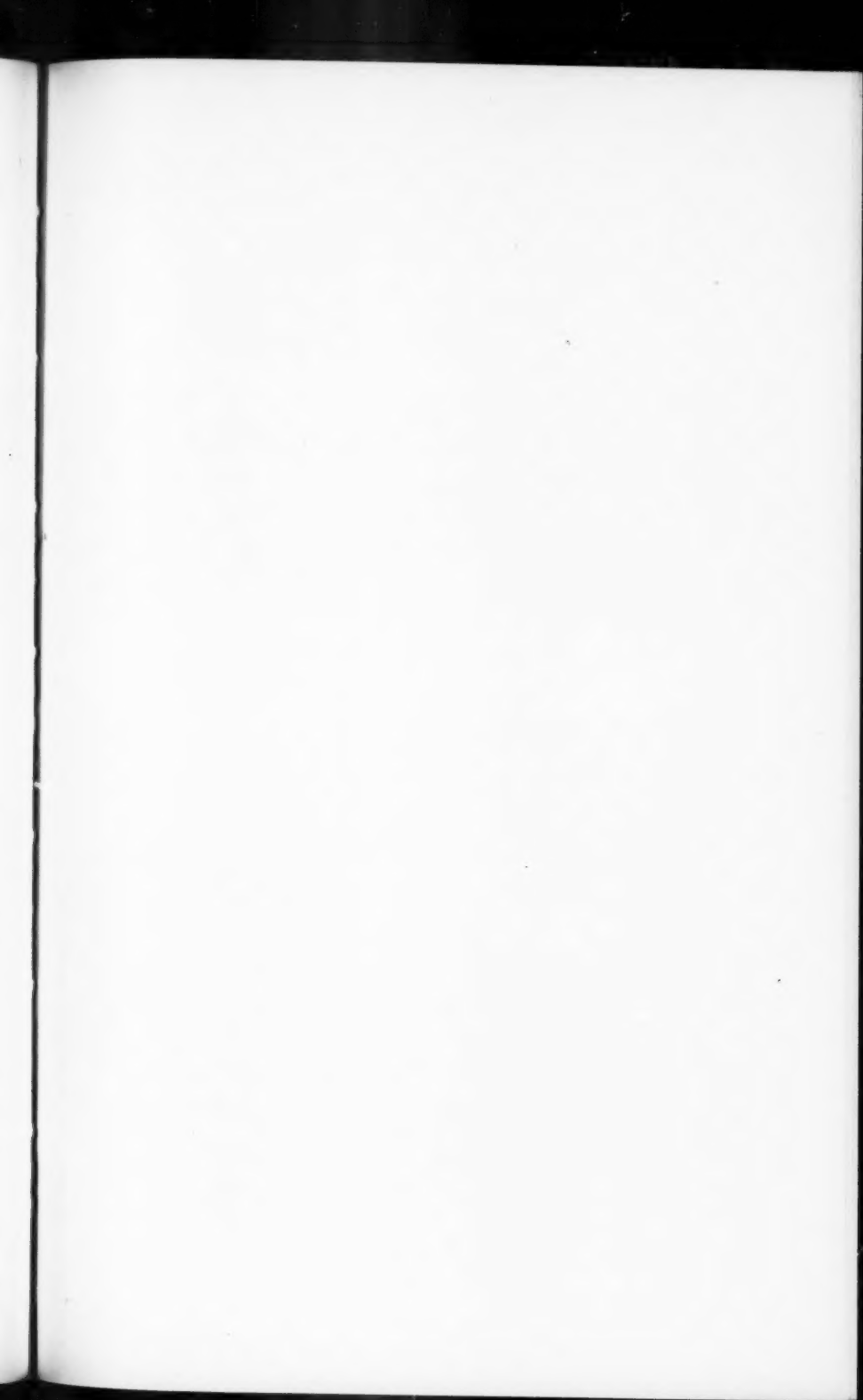
In addition to the many engines built by the C. & P. shops for its own use, the following railroads purchased locomotives built at Mt. Savage—Green Ridge R. R., Clarksburg & Western R. R., East and West R. R. of Alabama, West Virginia Central and Pittsburg, Pittsburg & Western, Anniston and Atlantic, Austin and North Western, Alleghany Central and others.

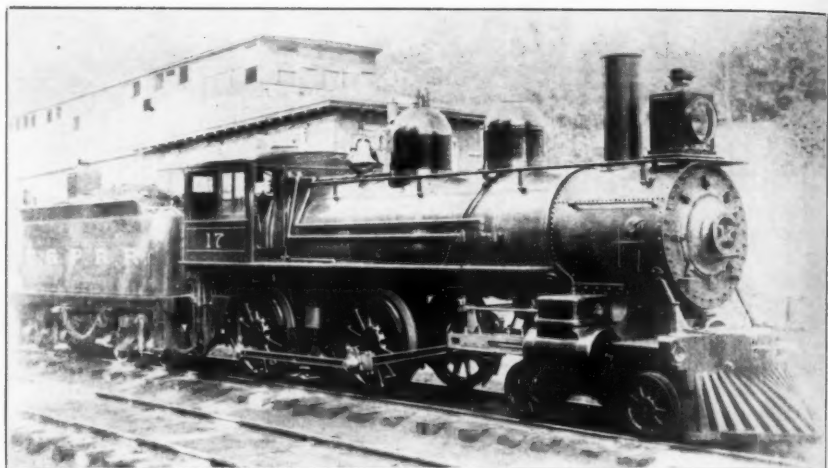
A serious fire in 1939 damaged the shops at a time when Engine #24 was in having a major overhauling. The work on the engine was about finished even to a good paint job. The fire was so short in duration even though extensive in property damaged that the heat did not damage #24 beyond repair. It did take about \$9,500.00 to again put her in shape. The shops were never entirely rebuilt.

The Official car, #15, built in 1899 in the C. & P. shops, was a masterful piece of work. The brass railing, oil lamp fixtures, small windows and wide observation platform was in the best taste of the time. The car has not been in service for some time and has been moved away by the Western Maryland for dismantling. It would have made a wonderful headquarters for some Railroad Organization.

The complete roster of the C. & P. locomotives would take in such locomotive builders as Winans, Bartlett-Haywood, Norris, Baldwin, Smith & Perkins, as well as those built in their own shops. The 1942 motive power of the C. & P. consists of eleven steam engines built in the C. & P. shops. The C. & P. motor-car, built by the J. G. Brill Co. in 1929, numbered 101, was sold in November 1942 to the Susquehanna Railroad and renumbered 3002.

The steam roster was as follows:—

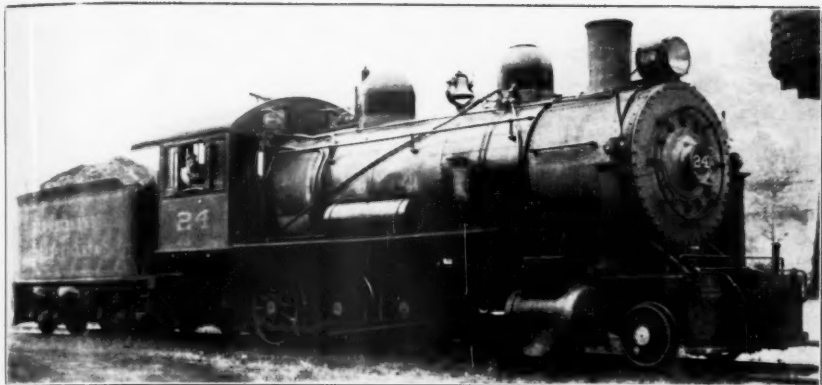




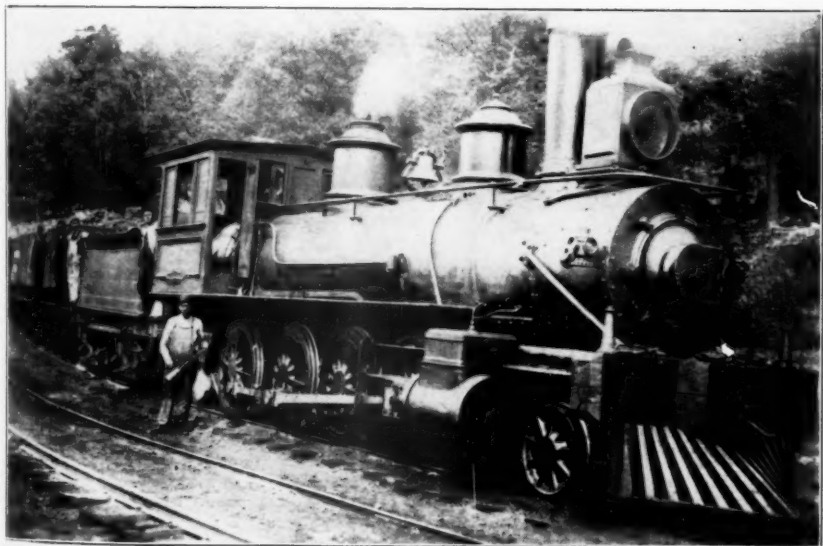
—Courtesy of Robert Barthlow.
C. & P. #17, 4-4-0, Mt. Savage, 9-1898, at Mt. Savage, Md., in 1898.



C. & P. #22, Class K. Built Mt. Savage 1898, scrapped 1944 at Mt. Savage, Md., Oct. 20, 1940.

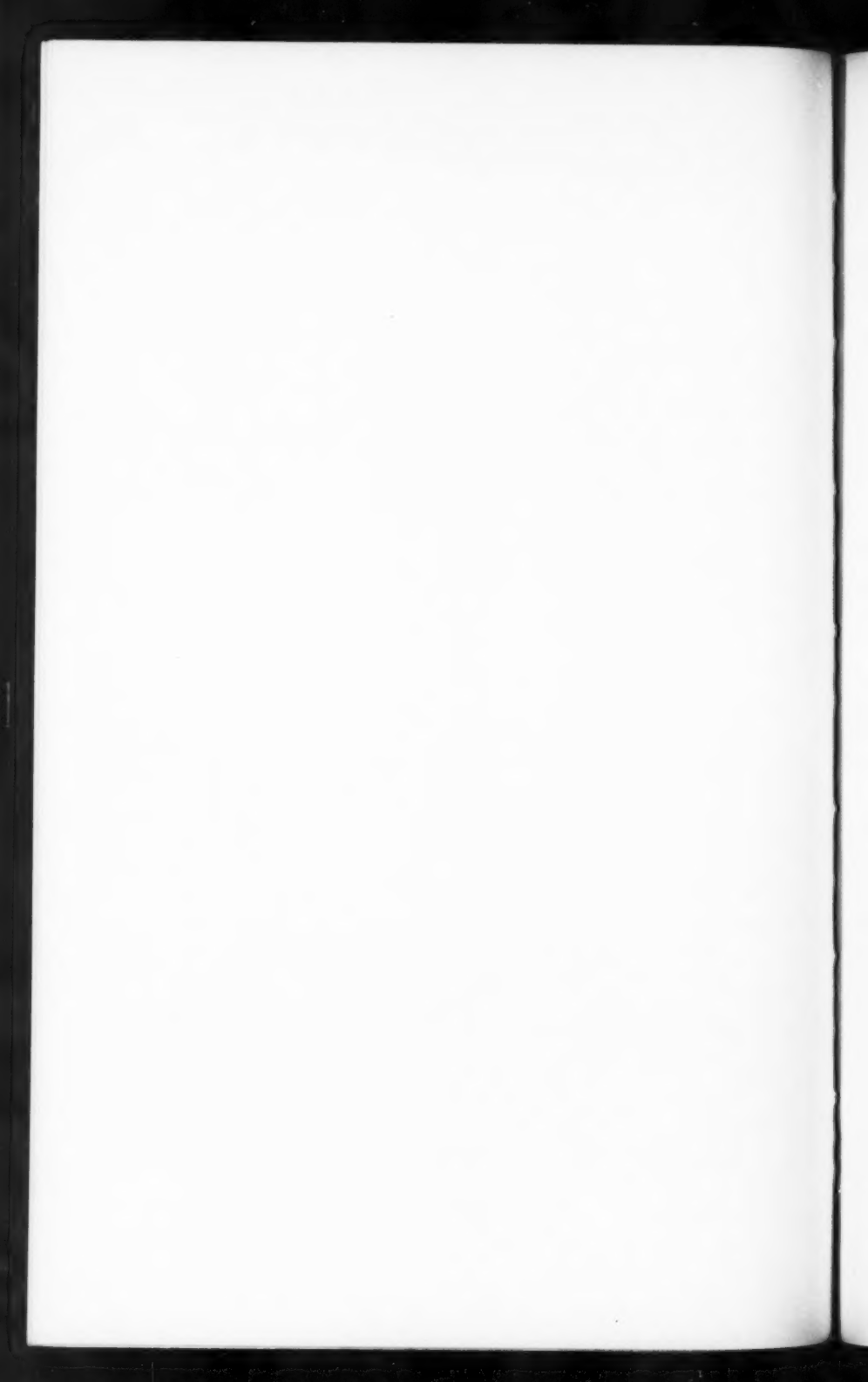


C. & P. #24, 2-8-0, C. & P. 9-1901 at Westernport, Md., 8-12-1942. Mr. Sam'l. Taylor, Engineer.



—Courtesy of Mr. Gerald Farrell.

C. & P. #25, rebuilt Mt. Savage 1888. Built by Baldwin 1870, #2103, renumbered 1905 to #24. Engineer, J. Johnson; fireman, M. P. Cosgrove; brakeman, J. J. Kelly; brakeman, Tom Thomas; Conductor, Mike Thomas. Taken at Georges Creek Mine, 1891.



**PRESENT ROSTER OF THE CUMBERLAND & PENNSYLVANIA
APRIL 4, 1942**

All Steam Engines in Service Built in Own Shops

<i>No.</i>	<i>Class</i>	<i>Type</i>	<i>Cylinders</i>	<i>Pressure</i>
21	K	2-8-0	21x26"	160 lbs.
22	K	2-8-0	21x26"	160 lbs.
23	L	2-8-0	21x26"	200 lbs.
24	L	2-8-0	21x26"	200 lbs.
26	L	2-8-0	21x26"	200 lbs.
27	L	2-8-0	21x26"	200 lbs.
29	L	2-8-0	21x26"	200 lbs.
30	L	2-8-0	21x26"	200 lbs.
31	L	2-8-0	21x26"	200 lbs.
32	L	2-8-0	21x26"	200 lbs.
33	L	2-8-0	21x26"	200 lbs.

Nos. 21-24, 26-30 scrapped July, 1944.

Nos. 31-33 stored Aug. 1944.

<i>Dia. of Drivers</i>	<i>Tractive Power</i>	<i>Weight On Drivers</i>	<i>Weight Total</i>	<i>Date Built</i>
50"	31395	135,000	148,500	9/1899
50"	31395	135,000	148,500	1/1899
50"	39000	157,500	174,500	10/1904
50"	39000	157,500	174,500	9/1901
50"	39000	157,500	174,500	1/1901
50"	39000	157,500	174,500	2/1910
50"	39000	157,500	174,500	1912
50"	39000	157,500	174,500	1913
50"	39000	157,500	174,500	1915
50"	39000	157,500	174,500	1910
50"	39000	157,500	174,500	1917

On May 3, 1944 the Interstate Commerce Commission approved a request made by the Western Maryland Railway to permit the purchase of the capital stock of the Cumberland and Pennsylvania Railroad from the Consolidation Coal Company. The transaction is reported to involve \$1,500,000. By this purchase the Western Maryland extends its interest in the Georges Creek coal district, which it originally entered through the purchase of the Georges Creek and Cumberland Railroad. While the C. & P. had remained an independent railroad for one hundred years, steps contemplated indicate that it will not be long before it is assimilated into the larger system. Many changes are coming. Only time will tell.

Now we wind up the story of the Cumberland and Pennsylvania. To really appreciate this wonderful old timer of the railroad world, make your plans, while traveling East or West, to go by the way of the Western Maryland or Baltimore and Ohio with a stop over at Cumberland. A round trip along the Cumberland and Pennsylvania tracks will give you the pleasure of observing a most interesting type of railroad-ing, attractive scenery, and the pleasure of looking over the road where "Rail Shipments Cost Less."

Locomotive Roster

This roster is made up as the result of much checking and cross checking. I sincerely trust my errors have been reduced to a minimum—at any rate, I will be only too glad to receive any comments, suggestions, ideas or corrections.

The first record of motive power on the Cumberland & Pennsylvania R. R., that I have been able to locate, is in the 21st Annual Report of the Baltimore & Ohio R. R., dated October, 1847, page 41:

“Of the first class, 12 were built by Ross Winans, and one in the Company's shop at Mount Clare—of the second (class), one was built by M. W. Baldwin and the other rebuilt in the Company's shop from a lighter engine constructed by Eastwick and Harrison.”

Again on page 43:

“It must be remarked that the duty of the second class engines appears so much less than that of the other classes, not from inferior efficiency, but from circumstances which have given the two engines of this class less to do than they could have accomplished. This is particularly to be said of the engine of this class which has done the work of the Mount Savage road; this engine being, in fact, one of the best in the service.”

A reference to the B. & O. The table of 1848 showing locomotive data lists the two engines described as the “Vulcan” built by Eastwick & Harrison and placed in service, July, 1840 and the “Baldwin,” built by M. W. Baldwin and placed in service in November, 1846. It is my belief that the “Vulcan” was the engine assigned, for three reasons: it was rebuilt at the company shops with new copper furnace, new tubes and crown sheet, possibly for this special use; it was in service on the road at the time the Mt. Savage road was constructed whereas the “Baldwin” was not and the chart shows the cost per mile of the “Vulcan” to be outstandingly high.

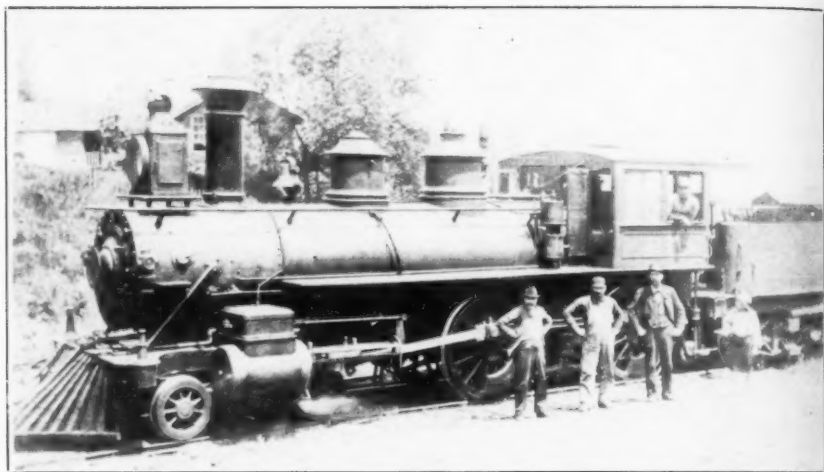
In addition to the engines found in the roster I have learned that there may have been another locomotive—the “Enoch Pratt,” 2-2-2 type, believed to be the English-built locomotive bought in the Eckhart Sale in 1852 and used in switching service around Mt. Savage.

Union—this locomotive of the 4-2-0 type was in service but a short time as it did not have sufficient tractive effort. Reported to have come from the C. R. R. of N. J., the early rosters do not disclose any locomotive of this type bearing this name, tho' they did have locomotives of this type, built by Danforth & Cooke. Sold to Hempfield R. R. in 1865, scrapped in 1871.

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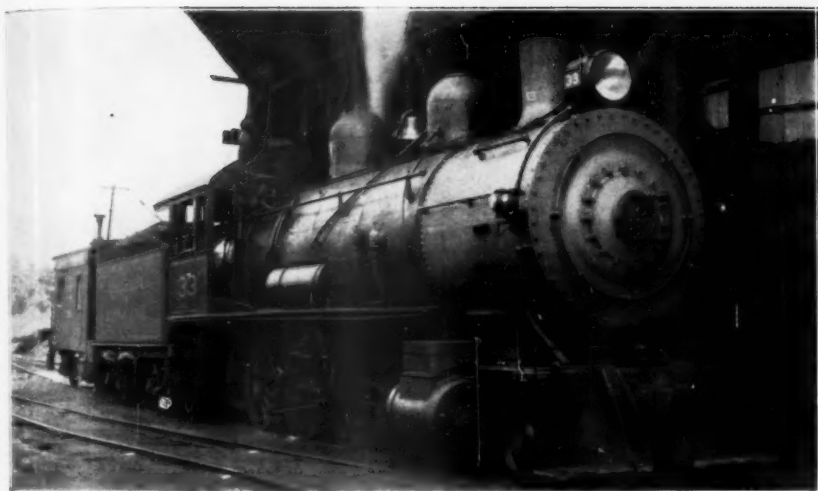
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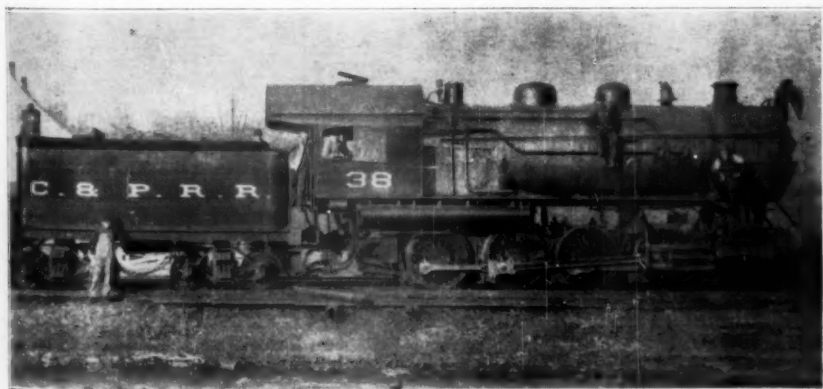
C. & P. #27. Baldwin 1880, #4995, Taken at Frostburg, Md., 1897. J. A. Mullen, Fireman, in Cab.



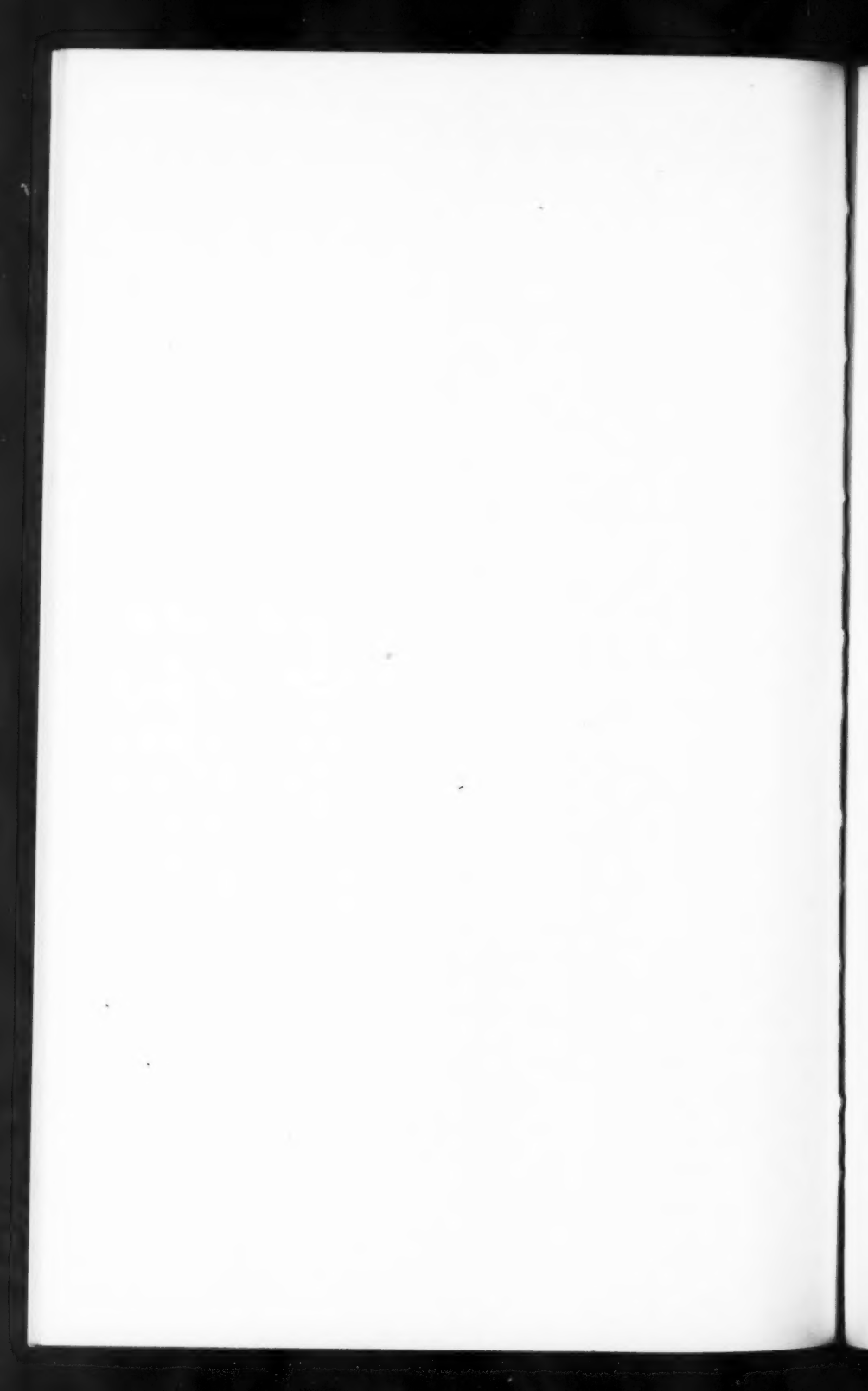
C. & P. #29, Class L. Built Mt. Savage, 1912. At Westernport, Md., April 6, 1944
Mr. Groter, Brakeman, on Tender.



C. & P. #33, Built Mt. Savage 1917. Last engine built for the road. #34 was started but never completed. Taken at Eckhart, Md., Aug. 12, 1942. Engine at coal mine taking on coal. Engine sold to Winchester & Wardenaville R. R.



• C. & P. #38, 2-8-0, Baldwin #27067, 1905. Sold to H. V. in 1917.



1	Mount Savage	Ross Winans	1848	0-8-0	17x22"	43"	50400
	Rebuilt	Mt. Savage	12-1868	0-8-0	17x22"	43"	67200
		Scrap—1891					
1	Formerly	H & Bartlett	1865	0-8-0	19x22"	43"	86000
		#14—sold, 1905 to a steel Co. in Pittsburgh.					
2	Highlander	Ross Winans	1853	0-8-0	19x22"	43"	57400
	Rebuilt	Mt. Savage	6-1868	0-8-0	19x22"	43"	69800
		Scrap—1891					
2	Formerly	H & Bartlett	1865	0-8-0	19x22"	43"	87000
		#15—sold, 1905 to a steel Co. in Pittsburgh.					
3	Frostburg	Ross Winans	1853	0-8-0	19x22"	43"	57400
	Rebuilt	Mt. Savage	1866-75	0-8-0	19x22"	43"	69800
		Scrap—1896					
3	Formerly	Mt. Savage	1888	2-8-0	20x24"	50"	102000
		#18—sold, 1908 Millers Creek R. R. #1.					
4	John G. Lynn	Ross Winans	1853	0-8-0	19x22"	43"	57400
	Rebuilt	Mt. Savage	1874	0-8-0	19x22"	43"	69800
		Scrap—1896					
4	Formerly	Mt. Savage	1889	2-8-0	20x24"	50"	102000
		#20—sold to Millers Creek R. R. in 1913.					
5	A. H. Stump	Smith & Perkins	1852	2-6-0	?	?	59860
		Scrapped about 12-1875 (A)					
5	Rebuilt	Baldwin #3273	1873	2-8-0	20x24"	49"	102000
	Formerly	Mt. Savage 1885					
		#32—scrap—1904.					
6	George's Creek	Baldwin #521	1853	0-8-0	16½x20"	42"	44000
		Scrapped about 1876 (A)					
6	Formerly	Mt. Savage	1898	4-4-0	17x24"	54"	98500
		#17—sold, 11-1907 to Missouri Lumber & Mining Co.					
7	Lonaconing	Baldwin #558	1853	0-6-0	13½x18"	42"	30000
	Rebuilt	Mt. Savage	?	2-6-0	(A)		39750
		Scrap—1874					
7	Formerly	Mt. Savage	11-1892	2-6-0	19x24"	54"	101000
		#28—sold to a Penna. steel Co. in 1907.					
8	Wm. Borden	Danforth & Cooke	?	4-6-0	?	?	71000
	Purchased	2nd hand in 1858, scrapped about 1880.					
8	Formerly	Mt. Savage	11-1892	2-6-0	19x24"	54"	101000
		#29—sold Sandy Valley & Elkhorn in 1924.					
9	Warren Delano	Ross Winans	1859	0-8-0	19x22"	43"	?
	Rebuilt	Mt. Savage	?				74300
		Scrap 1886					
9	Formerly	Mt. Savage	5-1902	4-6-0	20x24"	66"	146500
		#27—scrap 10-1930.					
10	Enoch Pratt	Ross Winans	1859	0-8-0	19x22"	43"	74300
	Rebuilt	Mt. Savage	1866-75		Scrap—1895		
10	Formerly	Mt. Savage	10-1903	4-6-0	20x24"	66"	146500
		#30—scrap 1936.					
11	C. E. Detmold	Ross Winans	1859	0-8-0	19x22"	43"	75900
	Probably	rebuilt—scrapped, 1893					
11	Formerly	Mt. Savage	5-1889	2-8-0	20x24"	50"	119000
		#51—scrap 8-1933					
12	M. B. Bramhall	Ross Winans	?	0-8-0	19x22"	43"	74370
	Rebuilt	Mt. Savage	1866-75		Scrap—1895		
12	Formerly	Mt. Savage	9-1889	2-8-0	20x24"	50"	119000
		#52—scrap 8-1927					
13	A. C. Green	Ross Winans	?	0-8-0	19x22"	43"	?
	Rebuilt	Mt. Savage	1866-75		Scrap—1893		
13	Formerly	Mt. Savage	9-1890	2-8-0	20x24"	50"	119000
		#53—scrap 8-1927					
14	Allegany	H & Bartlett	1865	0-8-0	19x22"	42"	74000
	Rebuilt	Mt. Savage	1887	0-8-0	19x22"	43"	86000
		Renumbered 1					
14	Formerly	Mt. Savage	5-1891	2-8-0	20x24"	50"	119000
		#54—scrap 8-1927					

15	Piedmont	H & Bartlett	1865	0-8-0	19x22"	42"	74000
	Rebuilt	Mt. Savage	1888	0-8-0	19x22"	43"	81000
		Renumbered 2					
15		Mt. Savage	12-1891	2-8-0	20x24"	50"	119000
	Formerly	#55—scrap	8-1927				
16	Potomac	H & Bartlett	7-1865	0-8-0	19x22"	42"	74800
	Rebuilt	Mt. Savage	1889	0-8-0	19x22"	43"	79100
16		Mt. Savage	8-1892	2-8-0	20x24"	50"	119000
	Formerly	#56—scrap	8-1927				
17	Maryland	Norris	1865	4-4-0	17x24"	56"	67800
	Rebuilt	Mt. Savage in 1898 & 1902			17x24"	56"	98500
	Renumbered	6—sold, 1907 to Missouri Lumber & Mining Co.					
17		Mt. Savage	11-1895	2-8-0	20x24"	50"	119000
	Formerly	#57—scrap	4-1933				
18	Cumberland	Norris (Lanc)	1865	0-8-0	No data		
	Rebuilt	Mt. Savage	?	0-10-0	?	42"	91616
18		Mt. Savage	1888	2-8-0	20x24"	50"	102000
	Renumbered	#3—sold, Millers Creek R. R.					
18		Mt. Savage	11-1896	2-8-0	20x24"	50"	119000
	Formerly	#58—scrap	8-1927				
19	Pennsylvania	Norris (Lanc)	1865	0-8-0	No data		
	Rebuilt	Mt. Savage	?	0-10-0	?	42"	91600
		Last record	12-1883				
19		Mt. Savage	1885	2-8-0	20x24"	50"	103500
19		Mt. Savage	10-1904	2-8-0	21x26"	50"	174500
	Renumbered	#23—scrap	7-1944				
19		Mt. Savage	8-1897	2-8-0	20x24"	50"	119000
	Formerly	#59—sold to Millers Creek R. R.					
20	New York	H & Bartlett	1866	0-8-0	19x22"	42"	?
	Rebuilt	Mt. Savage	?	0-10-0	19x22"	42"	91600
		At Western Port Shops in flash flood in 1884, later cut up					
20		Mt. Savage	1889	2-8-0	20x24"	50"	102000
	Renumbered	#4—sold to Millers Creek R. R.					
20		Mt. Savage	6-1898	2-8-0	20x24"	50"	119000
	Formerly	#60—scrap	5-26-1912				
21	Baltimore	H & Bartlett	8-1866	0-8-0	19x22"	44"	?
	Rebuilt	Mt. Savage	?	0-10-0			91600
		Not in service in 1886					
21		Baldwin	1870	2-8-0	20x24"	49"	96000
	Formerly	#26—scrap	7-1944				
22		Ross Winans	?	0-8-0	19x22"	43"	69800
	Rebuilt	Mt. Savage	1870	0-8-0	Boiler expl.	5-6-1874	
	Rebuilt	Mt. Savage	?	0-8-0	Scrap—1891		
	Purchased	from Northern Central Ry.	12-1869—N. C. #98				
22		Mt. Savage	1-1899	2-8-0	21x26"	50"	148500
	Formerly	#61—scrap	7-1944				
23		Ross Winans	?	0-8-0	19x22"	43"	66420
	Rebuilt	Mt. Savage	1870	0-8-0	19x22"	43"	66500
	Purchased	from Northern Central Ry.	12-1869—N. C. #97				
		Scrap	1890				
23		Mt. Savage	10-1904	2-8-0	21x26"	50"	174500
	Formerly	#19—scrap	7-1944				
24		Mt. Savage #1	1868	0-10-0	19x26"	?	87300
		Not in use in 1886					
24		Mt. Savage	9-1901	2-8-0	21x26"	50"	174500
	Formerly	#25—scrap	7-1944				
25		Baldwin #2103	1870	2-8-0	20x24"	49"	96000
	Rebuilt	Mt. Savage	1888				
	Rebuilt	Mt. Savage	9-1901	2-8-0	21x26"	50"	174500
	Renumbered	24					
25		Mt. Savage	12-1902	2-8-0	21x26"	50"	174500
	Formerly	31—sold Sandy Valley & Elkhorn Ry.	11-9-1923				

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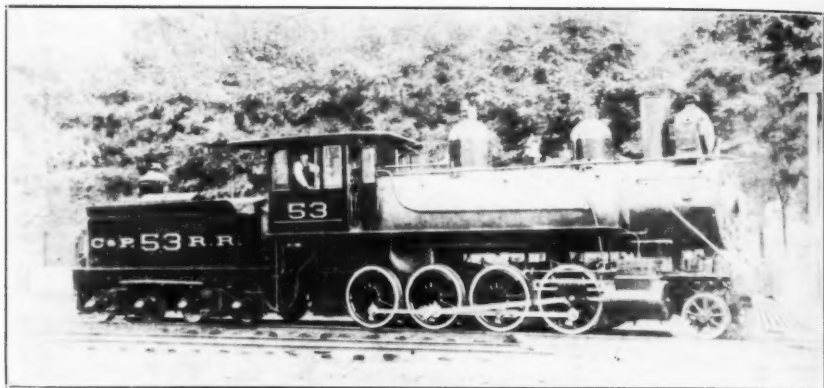
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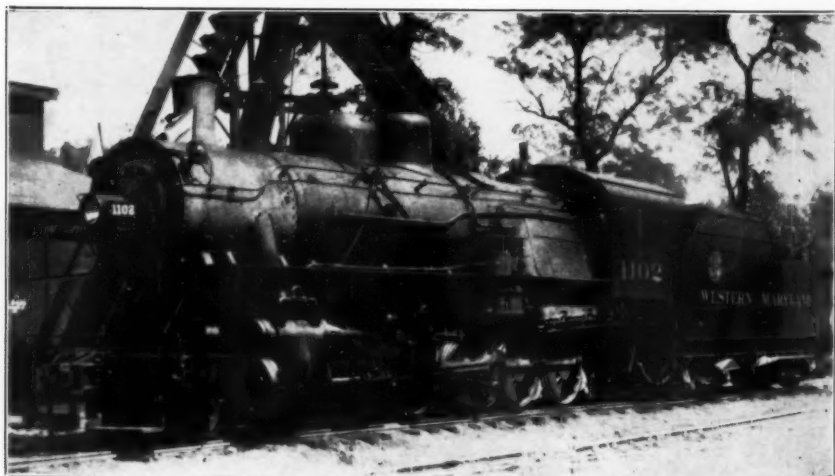
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C. & P. #53, Built Mt. Savage 9-1890. Dismantled 8-31-1927. Picture taken by Mr. E. S. Thomas of Mt. Savage, Md.



W. M. 1102, J-1, Baldwin 1918, #47735, at Mt. Savage, Md., 8-27-1944. This is the first W. M. Engine assigned to C. & P.

26		Baldwin #2104	1870	2-8-0	20x24"	49"	96000
	Renumbered	21					
26		Mt. Savage	9-1899	2-8-0	21x26"	50"	174500
	Formerly	#62—scrap	7-1944				
27	Eckhart	Ross Winans (B)	1851	0-8-0	19x22"	42"	74300
27		Baldwin #4995	1880	4-4-0	17x24"	55½"	75000
27		Mt. Savage	5-1902	4-6-0	20x24"	56"	146500
	Renumbered	9					
27		Baldwin #27066	1905	2-8-0	22x28"	50"	192000
	Renumbered	37—Sold 11-1917—Hocking Valley #280, C. & O. #1080					
27		Mt. Savage	2-1910	2-8-0	21x26"	50"	174500
		Scrap	7-1944				
28	Mountaineer	Ross Winans (B)	1851	0-8-0	19x22"	43"	74300
		Scrap	1876				
28		Mt. Savage	11-1892	2-6-0	19x24"	54"	101000
	Renumbered	7—sold to a steel Co. in Penna. in 1907					
28		Baldwin #27067	1905	2-8-0	22x28"	50"	192000
	Renumbered	38					
		Sold 11-1917—Hocking Valley #281, C. & O. #1081					
28		Mt. Savage	6-1910	2-8-0	21x26"	50"	174500
		Sold to S. V. & E. 9-28-1923					
29	Black Monster	Ross Winans (B)	?	0-8-0	?	?	74300
29		Mt. Savage	8-1893	2-6-0	19x24"	54"	101000
	Renumbered	8—sold to S. V. & E. 3-5-1924					
29		Baldwin #29578	1906	2-8-0	22x28"	50"	192000
	Renumbered	39					
		Sold 11-1917—Hocking Valley #282, C. & O. #1082					
29		Mt. Savage	1912	2-8-0	21x26"	50"	174500
30	Cumberland	Ross Winans (B)	?	0-8-0	?	?	?
30		Ross Winans	?	0-8-0	?	?	74,300
	Formerly	#31—not in service in 1886					
30		Mt. Savage	1903	4-6-0	20x24"	66"	146500
	Renumbered	10—scrap 1936					
30		Mt. Savage	1913	2-8-0	21x26"	50"	174500
		Scrap	7-1944				
31	Braddock	Ross Winans (B)	1853	0-8-0	17x22"	43"	?
	Renumbered	30					
31		Baldwin #3271	1873	2-8-0	20x24"	49"	96000
	Rebuilt	Mt. Savage	1879				
31		Mt. Savage	1902	2-8-0	21x26"	50"	174500
	Renumbered	25—sold to S. V. & E. 11-9-1923					
31		Mt. Savage	1915	2-8-0	21x26"	50"	174500
		Sold to Winchester & Western R. R.					
32		Baldwin #3273	1873	2-8-0	20x24"	49"	96000
	Rebuilt	Mt. Savage	1885	2-8-0	20x24"	49"	102000
	Renumbered	5					
32		Mt. Savage (C)	1910	2-8-0	21x26"	50"	174500
		Stored					
33		Mt. Savage	1917	2-8-0	21x26"	50"	174500
		Stored					
37		Baldwin #27066	1905	2-8-0	22x28"	50"	192000
		Ex. #27					
38		Baldwin #27067	1905	2-8-0	22x28"	50"	192000
		Ex. #28					
39		Baldwin #29578	1906	2-8-0	22x28"	50"	192000
		Ex. #29					
51	Re. 11	Mt. Savage	5-1889	2-8-0	20x24"	50"	119000
		Sc. 8-15-33					
52	Re. 12	Mt. Savage	9-1889	2-8-0	20x24"	50"	119000
		Sc. 8-31-27					

53	Re. 13	Mt. Savage Sc. 8-31-27	9-1890	2-8-0	20x24"	50"	119000
54	Re. 14	Mt. Savage Sc. 8-31-27	5-1891	2-8-0	20x24"	50"	119000
55	Re. 15	Mt. Savage Sc. 8-31-27	12-1891	2-8-0	20x24"	50"	119000
56	Re. 16	Mt. Savage Sc. 6-30-31	8-1892	2-8-0	20x24"	50"	119000
57	Re. 17	Mt. Savage Sc. 4-6-33	1-1895	2-8-0	20x24"	50"	119000
58	Re. 18	Mt. Savage Sc. 8-31-27	1-1896	2-8-0	20x24"	50"	119000
59	Re. 19	Mt. Savage Sold 1913	8-1897	2-8-0	20x24"	50"	119000
60	Re. 20	Mt. Savage Sold 1913	6-1898	2-8-0	20x24"	50"	119000
61	Re. 22	Mt. Savage Active	1-1899	2-8-0	21x26"	50"	148500
62	Re. 26	Mt. Savage Active	1-1901	2-8-0	21x26"	50"	174500

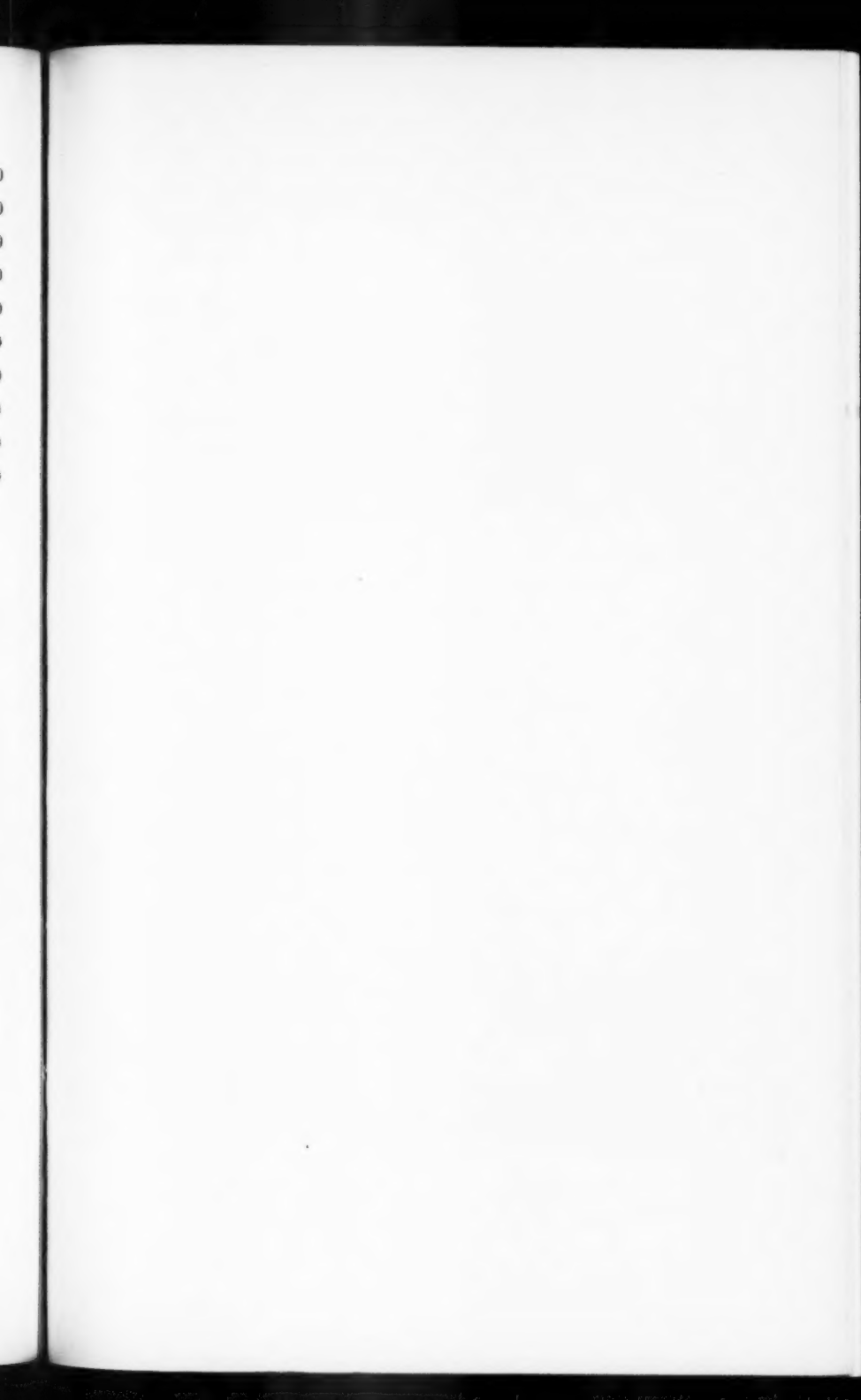
(A) These engines were purchased from the George's Creek Coal & Iron Co. in 1863.

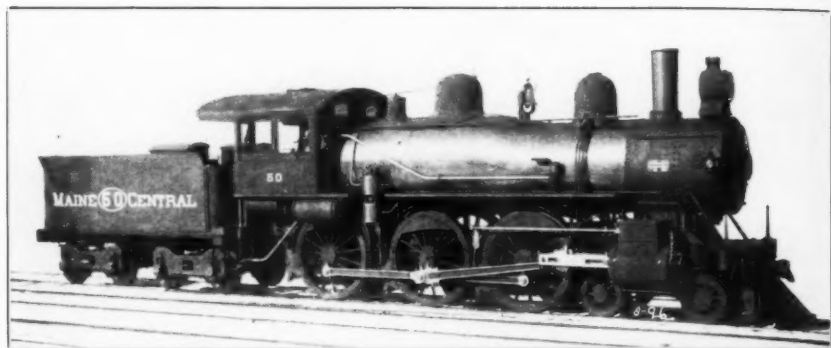
(B) These engines came from the Eckhart Branch in 1870.

(C) Built as Millers Creek R. R. #2—taken in trade for 59 & 60.

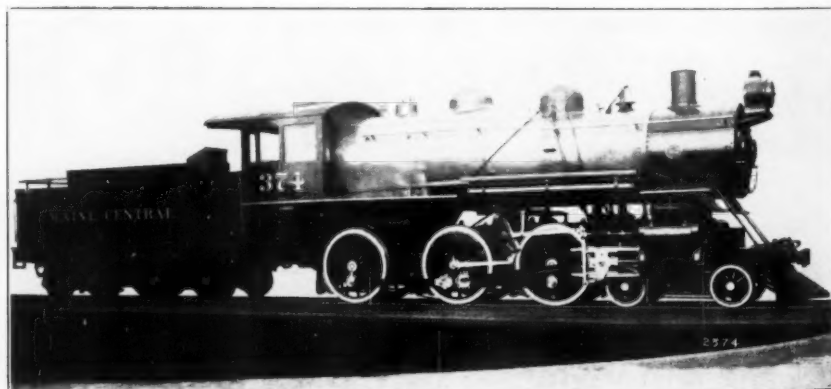
At this late day it is difficult to separate sometimes a rebuilt and a new locomotive from the Mt. Savage Works. There are still some points in doubt but I'm in hopes that the roster in its entirety will appeal to our membership.

My interest in the Cumberland & Pennsylvania first came about because of the difficulty I encountered in my efforts to secure information dealing with an old print. I then learned that all the records of the old road had been burned in the fires at Baltimore and Mount Savage. Many people gave me little bits of information, and to these folks, most of whom are C. & P. employees I say "Many Thanks." I want to particularly give thanks to Mr. William Claus the General Manager for his real and moral support in my efforts as well as the willing ideas and help so graciously given by the following: Mr. James Dunn, Mr. Gerald Farrell, Mr. Robert Barth, Mr. G. E. Coleman, Mr. Paul Warner, Mr. William B. Rainsford, Mr. J. E. Tellman and Mr. Charles E. Fisher. I am also indebted to the Baltimore City Pratt Libraries, The B. & O. Research Library and the New York City Library.





2nd M. C. #50; renumbered #276. Schenectady #4966, 1899, 19x24"



"A Baldwin Ten Wheeler" on the Maine Central.

The Ten Wheeler on the Maine Central Railroad

By C. F. H. ALLEN

The gradual change in the development of the tenwheeler locomotive is remarkably well illustrated on the Maine Central Railroad. With the exception of the few acquired along with the Washington County and Somerset Railways, at the time these became a part of the larger railway system, a small number were purchased relatively frequently over a period of thirty years. For complete specifications, Mr. Fisher's article in Bull. No. 56, pp. 90 and on, should be consulted.

Those "inherited" by purchase comprised No. 106-109 from the Somerset Railway; the first two built by Baldwin and the others at Manchester, while the five Washington County engines were Brooks products, with 56" drivers. One of these, No. 114, is still in existence, at Waterville.

The oldest tenwheelers date back to 1888, when No. 127 (renumbered 116) was obtained from Rhode Island. This was followed by four more (No. 271-4) from the same firm in 1892; all these were characterized by their small driving wheels (54").

The "modern" types with large drivers began with the acquiring of the first series from Schenectady which began in 1899 (No. 275-278) and ended in 1906. Two per year were bought in 1901 (No. 279-281), 1903 (No. 282-3), 1904 (No. 284-5), 1905 (No. 286-7), and 1906 (No. 288-9). The first eight had 69" drivers; in the remainder, the size was increased to 73". All this class (N) were essentially for passenger service, and they were similar to their contemporaries on other roads.

In 1903, the Maine Central began their purchasing of tenwheelers, primarily for freight traffic; these engines (Class O) had 63" drivers and larger cylinders than their predecessors and in external appearance, looked powerful, with boilers set up higher, above the frames. They were, similarly, secured in small lots each year, but are most conveniently grouped according to source. The first twelve came from Schenectady over a 3-yr. period, and were numbered 351-363. Their most conspicuous characteristics were the Stephenson link motion—inside valve gear, even the valve stems being inside the front drivers, and their ear-piercing whistles, which as a local resident said, would "wake the dead!". The whistle (see #374) had a single, sharp note, that penetrated the mountain valleys, and carried to the mountain tops. It was a great relief all around when these were replaced by chime whistles. Most of these engines have been scrapped.

The next group (No. 364-372) came from Rhode Island in 1907. These had outside valve gear, wonderfully pleasant 3-tone whistles, and were very attractive in general appearance. Their quality is evident from the fact that, with a single exception, they are still in service.

The third group (No. 373-382) were acquired from Baldwin in 1908. They, likewise, have the outside valve gear, but are easily dis-

tinguished from all the other tenwheelers by the small steam domes and sand boxes. They also originally had the ear-splitting whistles, which have since been replaced. Most of these engines are still in service, often with different tenders from those with which they were originally equipped; the size of turntables on the lines on which they operate limits the length of the tender. All these three groups had 21 x 26" cylinders.

All these engines, having small drivers, were especially suited to the mountain grades, and were widely used on the Mountain Division. Those assigned to passenger service had the beautiful 3-tone whistles characteristic of the Maine Central Railroad, while those used primarily on freights had the sharp, single tone. The passenger trains were hauled from Portland to Bartlett by Pacifics during the tourist season when trains were long; at this point, unwanted cars were removed, an open observation car added at the rear, and two tenwheelers coupled on to haul the train up the notch to Crawford's. The extra engine was then uncoupled and run "wild" back to Bartlett. Until the acquisition of the four 2-6-6-2 Mallet Compounds (No. 1201-4) from the Boston and Maine, two of the tenwheelers, doubleheaded, hauled the midnight freights on this division.

The fourth group, (No. 401-412) were the so-called Government engines, because they were built to the specifications drawn up by the government at the time of the war in 1917-18. They were built at Schenectady (1918-1920), had 66" drivers and 22 x 28" cylinders. They "looked heavy", having a squat appearance; the most noticeable characteristic was the huge compressed air tank placed crosswise above the cowcatcher and under the front of the boiler. They had the newly-developed "chime" whistle that is now in use on many roads, on account of its penetrating quality (this type was gradually installed on most Maine Central locomotives, beginning about 1915). It was unnecessary to replace them at Bartlett on passenger trains on the Mountain Division.

The final group of tenwheelers (No. 383-390) came from Lima in 1923. These are smaller than the Government series, having 63" drivers and 20 x 28" cylinders, thus differing from all the earlier 300 series. They are mostly used around Ellsworth and Bangor. All of these last two types are still in service.

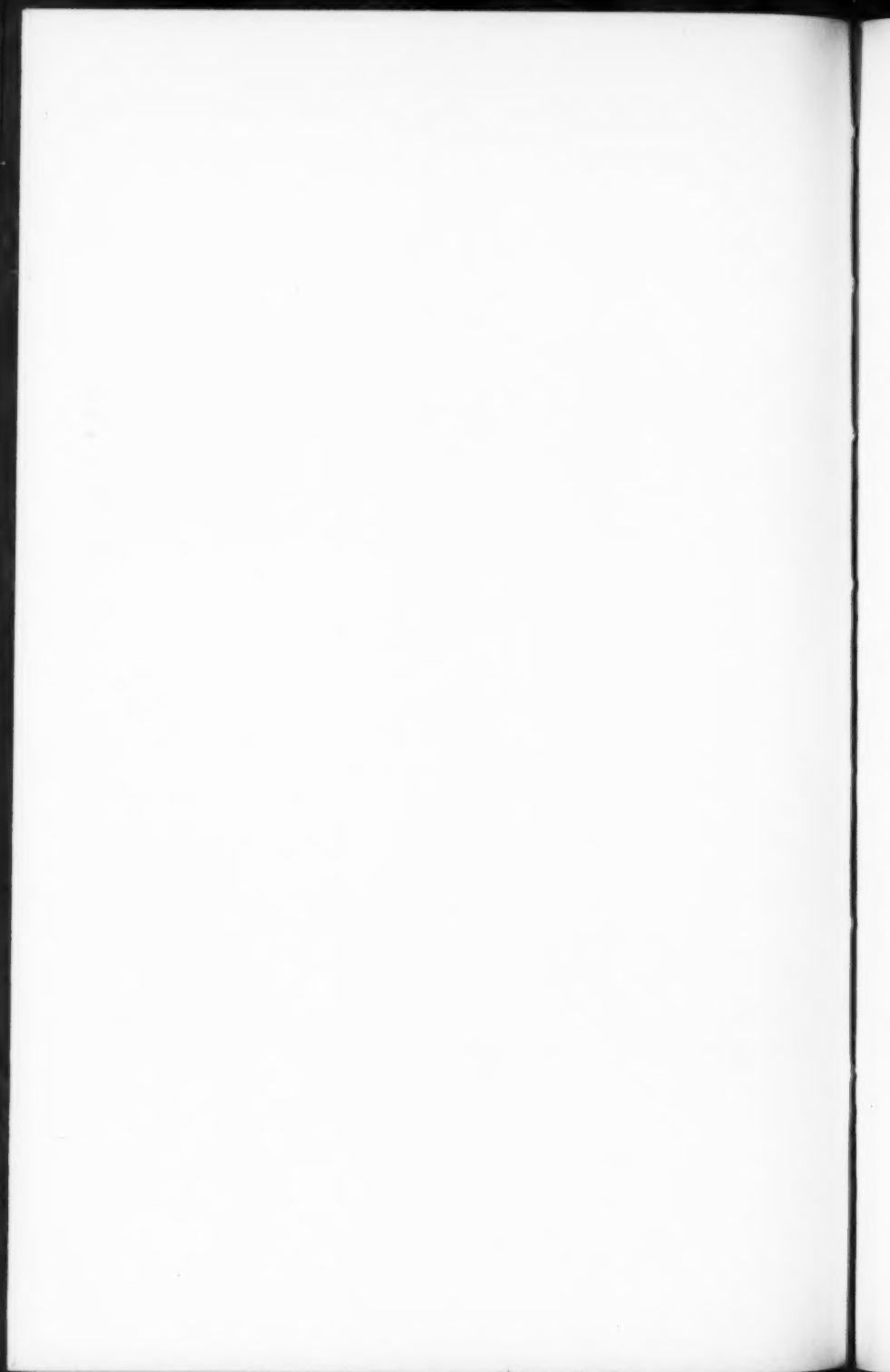
Frequent mention has been made of the whistle tones on the various engines. The first 3-tone variety was a large brass whistle much lower in pitch than is heard on most other roads (an exception is the Lehigh Valley which has huge whistles with a very pleasant tone, reminiscent of a steamboat) and was so characteristic of the Maine Central Railroad that it is to be regretted that they were ever discontinued. The "Chime" whistle also had three tones of a high pitch. During the past decade, these have in a large part been replaced by an ordinary brass 3-tone whistle, very similar to that in use on many other roads. Perhaps, some day, the old, low tone variety will be re-installed, in the interests of publicity.



A modern Tenwheeler. One of the big "O's"



One of the Lima Tenwheelers on the M. C.



We Observe 100th Anniversary of The Passing Of The First Expressman

Express employes throughout the country and many among the over 22,000 in the armed forces, on Sunday (January 14) mark the 100th anniversary of the death of the adventurous young man who in 1839 started express service in the United States. He is William Frederick Harnden, known in transportation annals as "the original expressman." After a tempestuous career during his last six years, when he established the nation's first express company, this pioneer passed away January 14, 1845, at the age of thirty two.

In Boston, a delegation of express representatives, with members of the New England Railway and Locomotive Historical Society, went in a body to the impressive Harnden Monument in Mount Auburn Cemetery, Cambridge, to hold brief memorial exercises and place a wreath on his final resting place. The mausoleum was erected by the express companies in 1866 as their recognition of the fact that Harnden was, as an inscription puts it, "founder of the express business of America."

As Harnden began his unique enterprise on March 4, 1839, by making four arduous trips weekly between Boston and New York, with a few packages in his carpetbag, that date has been adopted as the birthday of the express business, which this year will usher in its 107th year of continuous operation. During that span of years, the traffic has grown from what one man carried in a haversack while traveling by train and steamer between two cities 225 miles apart, to a national system with 23,000 offices, operating on some 200,000 miles of railroads and 45,000 miles of major airlines. Present day express, based on Harnden's idea of coordinated transportation, in 1944 handled upwards of 200,000,000 shipments in 1944, with 70,000 men and women employed.

Despite his physical handicaps, the "original expressman" developed his business to surprising volume and scope, even establishing offices in Europe, but his competitors and successors, including such famous figures as Alvin Adams, Henry Wells, William G. Fargo and others, who followed them, carried Harnden's idea ever forward and made express transportation as a characteristically American institution a constructor factor in the commercial development of the nation.

Railroad Song Night

Last February 16th, in the beautiful white auditorium of the New York Historical Society, our New York Chapter and your Society arranged a most delightful program of music and songs. Credit for the inspiration and the working out of the details rested with our Chapter Chairman—Mr. William T. Gaynor.

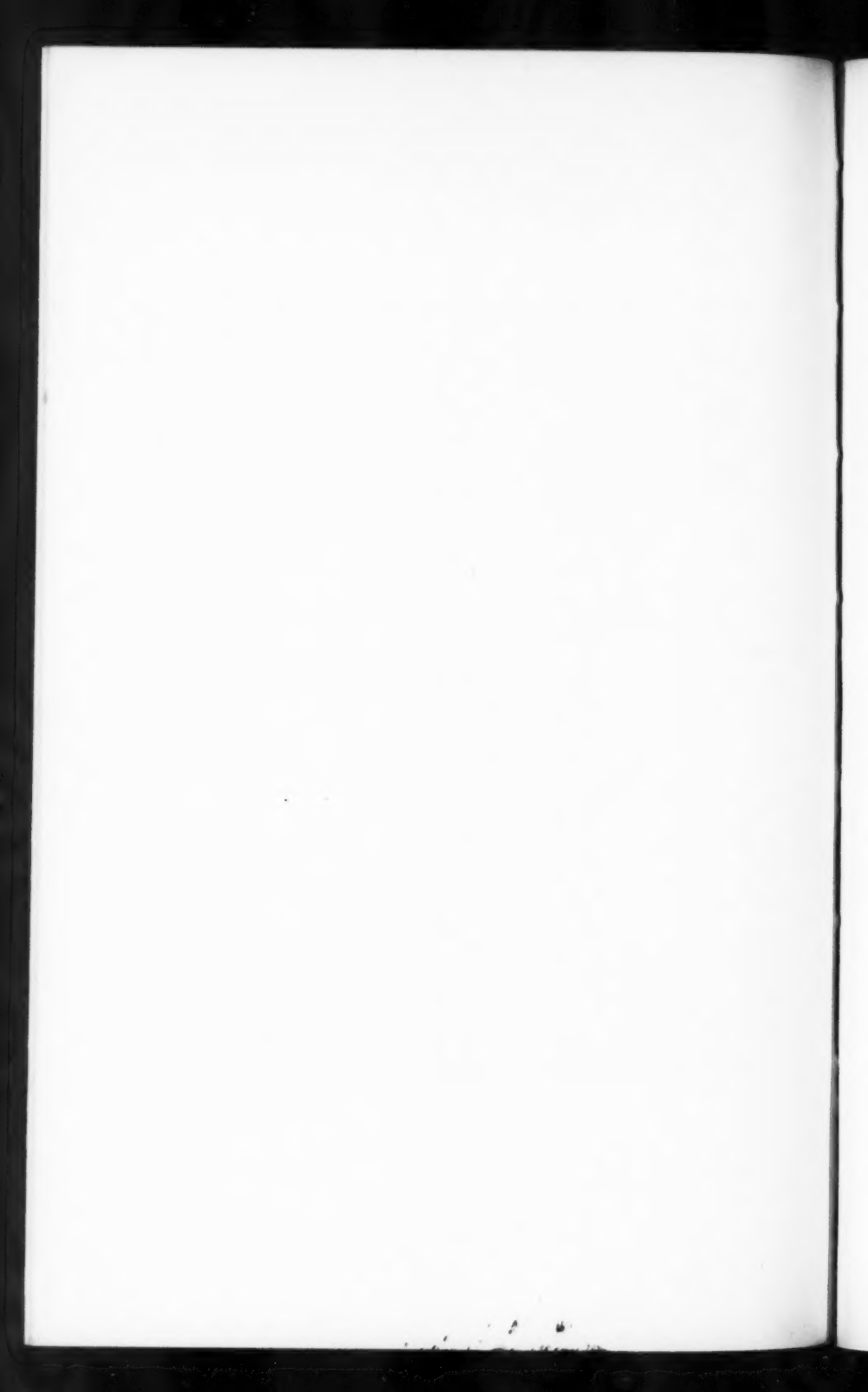
From the moment that one was welcomed by either of the attractive young hostesses to the final number of the glee club it was an evening that will long be remembered in the annals of this society. The vari-colored gowns of the ladies of the chorus against the dark curtain made a vivid contrast. The enthusiasm that all of the artists displayed, their generous granting of encores made their part of the entertainment a success. Truly, it was a bit difficult for your president to realize that this was an entertainment of your Society and, the best part of it was, that he simply had to enjoy it—and he did! The presentation of a scroll commemorating the opening of the New York & Harlem R. R. to White Plains, N. Y., to Mr. Metzman, President of the New York Central System was a tribute to New York City's only railroad, opened to that point, over one hundred years ago. With the coming of peace, we hope to erect bronze tablets which will permanently commemorate this event.

It is only fair to state that without the co-operation of the Westchester County Historical Society, the Baltimore & Ohio Railroad Glee Club, the Long Island R. R., the Grand Central Branch R. R. Y. M. C. A. and the Glee Club of the New York Central Athletic association—all with a total of nearly fifty artists, the evening would not have been a success. Here, for the first time, was played and sung—"20th Century," composed by Mr. Frederick H. Williams. Fortunately songs other than railroad songs were included on the program but one wondered that there were so many of them. Intermission afforded a delightful opportunity of renewing old acquaintanceship.

Among the guests of honor were Mr. and Mrs. R. W. G. Vail, Director, New York Historical Society; Mr. and Mrs. D. Irving Mead, President, Westchester County Historical Society; Mr. and Mrs. G. Metzman, President, New York Central System; Mr. and Mrs. Martin J. Alger, Vice President, Traffic, New York Central System; Mr. and Mrs. F. H. Baird, General Passenger Traffic Manager, New York Central System; Mrs. Louise Bascom Barratt, Editor, New York Visitor; Mr. and Mrs. Robert E. Butterfield, Retired Engineer of the Twentieth Century Limited; Mr. C. W. Y. Currie, Publicity Manager, New York Central System; Mr. and Mrs. P. A. Danielson, Executive Secretary, Grand Central Branch, Y. M. C. A.; Mr. C. R. Dugan, Manager, Public Relations, New York Central System; Mr. E. L. Golden, Superintendent, Electric Harlem and Putnam Division, New York Central System; Mr. and Mrs. F. B. Hank, Asst. to Vice President and General Manager,



Mr. Carleton W. Meyer, Assistant to the President, New York Central System, holding the scroll with W. T. Gaynor, Chairman, New York Chapter and Charles E. Fisher, President of your Society.



New York Central System; Mr. and Mrs. L. W. Horning, Vice President, Personnel, New York Central System; Mr. P. V. D. Lockwood, Asst. to Vice President, New York Central System; Mr. and Mrs. Carleton W. Meyer, Asst. to President, New York Central System; Mr. William T. Phillips, Asst. to General Passenger Agent, Pennsylvania R. R.; Mr. Raymond D. Starbuck, Executive Vice President, New York Central System; Mr. Robert M. Van Sant, Director Public Relations, Baltimore & Ohio R. R. and Mr. and Mrs. Fred H. Yeager, President, New York Central Athletic Association.

For the benefit of our members we are glad to reproduce the program of the evening. We also wish to thank the New York Historical Society for the use of their beautiful auditorium and for arranging an attractive exhibit of early railroad material. We deeply appreciate the efforts of the artists under Mr. Thales B. Weeks, their conductor and to you "Bill" Gaynor for your working out the details, we again say—Thank You!

P R O G R A M

THALES B. WEEKS <i>Conductor</i>	FREDERICK H. WILLIAMFF <i>Pianist</i>	FRAN L. BAKER <i>Organist</i>
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Organ Prelude—Sanctua, *Gounod*; *Reverie, Debussy*; A Toccata, *Dubois*
Frank L. Baker

National Anthem *Key*
Glee Club

Greetings W. T. Gaynor
"Workin' on the Railroad" *Levee Song*
Glee Club

Water Boy *Spiritual*
George Listman

20th Century *Williams*
Glee Club

Margarete Lange

(20th Century was written by Frederick H. Williams, our accompanist and is being sung for the first time on this program)

"Gwine to Hebbin" *Jacques Wolfe*

Casey Jones' Ghost Comes Back *Margaret T. Stevens*
Le Roy Scharon, Soloist — Charlotte Reed, Accompanist
Baltimore and Ohio Railroad Glee Club

A Railroad March *Meinche*

A Trip to Niagara *Cornish*
(*Piano Accordion*) Alice Brandberg

Beloved It Is Morn *Aylward*
Florence I. Stuart

Military Polonaise *Chopin*
Frederick H. Williams

INTERMISSION

Introduction of Guests W. T. Gaynor

Songs With Accordion Joseph Carecia and George F. Hartt
Long Island Railroad

Songs With Guitar Jeff Skinner and Matty Balling
Long Island Railroad

Have You Forgotten *Lemare-Niel*
Glee Club

The Big Bass Viol *Bohannon*
J. Ellison Gill

Group of Railroad Folk Songs With Banjo

Swananoa Tunnel — "Old 97" — Casey Jones — Freight Train Blues
Frank M. Warner, R.R.Y.M.C.A.

Rhapsodie in D Minor *Frosini*
(*Piano Accordion*) Alice Brandberg

Morning *Speaks*
Glee Club

Presentation of Scroll Commemorating the Centennials of the
New York and Harlem Railroad to President Metzman of the
New York Central System and the New York and Harlem in
behalf of the Railway and Locomotive Historical Society by
Mr. C. E. Fisher, National President.

Land-Sighting *Grieg*

The Numbering on The "Pennsy."

By CHAS. E. FISHER

Under the above heading in our Bulletin #65, appeared my article that contained a few errors of a very minor nature, but to which some additions can now be made, one of which was in the nature of an oversight.

Let us consider the corrections first. The proper classification for P. R. R. Locomotive #1178 is D-10 and for the #3639 is L-1s. Furthermore, credit for the appearance of P. F. W. & C. R. W. #285 should also be credited to Mr. Robert C. Schmid, as in the case of Pa. Lines #7315.

From Mr. C. B. Chaney, I have received word that P. R. R. #779 was the relief engine assigned the "Congressional Ltd." No. 737 held this assignment and the #425 was assigned the westbound "Broadway." In addition to the #5409 being painted a Tuscan red, Mr. Chaney advises that another K-4s was similarly painted and assigned the "Saint Louisian." Unfortunately he could not recall the number.

On page 85, next to the last paragraph, the initials of the owning road were painted on the *back* collar or where the collar used to be, on the tender. Thus, when the engines were headed in the house, and the doors were open, you would be presented with the back view of the tender and these small initials would be at the top. On page 93, the N-2 engines were originally numbered in the 20,000's, not 2,000's.

The omission concerns three electric locomotives—Nos. 10001-10003. These were built for the New York station electrification. Nos. 10001-2 were built at Altoona in 1905; they had "box car" cabs and two four-wheel trucks and were renumbered 3950 and 3951 respectively, not later than 1910. No. 3950 was transferred to the Long Island R. R., where it was assigned #323. Both of these locomotives were scrapped sometime between 1935 and 1937. The 10003 was built by Baldwin-Westinghouse in 1907. It too had the "box-car" cab but had the 4-4-0 wheel arrangement, a four wheel truck with two pairs of 72" drivers. Whether it was the intention of the road to operate this engine as a double unit, like the DD-1 engines, I don't know. Only one unit was built and she soon disappeared.

A word further might be mentioned of the DD-1 engines. There were and still are 66 units of these locomotives built, numbered in the 3900's. They were operated in pairs, thus making 33 locomotives. For operating purposes they bore the numbers 10 to 42, Nos. 3950 and 3951 carried Nos. 8 and 9. These low numbers were conspicuously displayed in the second side window of each unit and since they were used for operating purposes and the locomotives used only on the electrified portion between Manhattan Transfer, Pennsylvania Terminal and Sunnyside Yards, there was no likelihood of their being confused with steam locomotives of the same numbers. The units were interchangeable and

the same units were not always coupled together, the 3900 numbers, their official number was painted very inconspicuously on these locomotives. Nineteen of these thirty-three locomotives were transferred to the Long Island R. R. where they were assigned Nos. 338-356 and are now used to haul the non-multiple unit trains between Pennsylvania Station and Jamaica.

On August 1, 1944, the Pennsylvania R. R. Co. took title to ownership of the locomotives and rolling stock of the Little Miami R. R., thus leaving only the P. F. W. & C. the last of the subsidiary roads owning its own motive power and equipment.

Lastly, for those of you who wish to keep the series of numbers up to date, the following numbers should be added, all built in 1944 or to be completed in 1945.

6131	Class Q-2,	1944
6168-6174	Class J-1,	1944
6200	Class S-2,	1944 (steam turbine locomotive)
6175-6199	Class Q-2,	1945

The class Q-1 has the 2-6-4 wheel arrangement, the class Q-2 locomotives have the 2-4-6-4 wheel arrangement. There seems to be little likelihood that any more of the former will be built so the road has used the same letter "Q" to designate both wheel arrangements.

Worth Reading

(Compiled by ELIZABETH O. CULLEN, *Reference Librarian*,
Bureau of Railway Economics, Association of American Railroads,
Washington 6, D. C.)

BOOKS AND PAMPHLETS

Along the Line in Ohio; Along the Line in Indiana, by Nick Plate. [6], 73 pp.; [8] 109. Illustrations, Maps in colors. Published by and available on request to The Industrial Development Department, Nickel Plate Road, Cleveland 1, Ohio. "...The purpose of this book [Ohio, the first; Indiana, the second, of four] is to present a composite picture of this territory along the line..., for the convenience, utilization, and interest of all, especially those needing pertinent information and statistics." Forewords, in each. 49

British Railways FACTS and FIGURES, by British Railways Press Office, 22, Palace Chambers, Bridge Street, Westminster, S. W. 1, London, England. Includes table, folded, containing "...a summary, in handy form, of the principal statistics, so far as they may be published, relating to the operation of the main line railways and London Transport in war-time... a glossary of railway terms used in this folder, with their meanings is given on another page." 49

From the Hills to the Hudson—A History of the Paterson and Hudson River Rail Road and Its Associates, The Paterson and Ramapo and the Union Railroads, by Walter Arndt Lewis, vi, [2], 319 pp. Illus., Maps, Facsims. Published by Pierce-Business Book Co., New York 6, N. Y. \$4.00. "...Few people realize when riding on an Erie Railroad train today between Jersey City and Paterson that they are traveling on the right of way of one of the oldest railroads in the United States and on the second railroad built and opened to traffic in the state of New Jersey... Essentially this narrative is a part of the history of the city of Paterson and of the Erie Railroad..." Preface, p. iii. 49

Locomotive Cyclopedia of American Practice—1944, 12th Edition, compiled and edited for the Association of American Railroads—Mechanical Division. Roy V. Wright, editor. 1396 pp. inc. Illustrations, Tables, Diagrams. Published by Simmons-Boardman Publishing Corporation, New York 7, N. Y. \$5.00.

"... Since the publication of the previous edition (1941) there have been developed many new designs of locomotives and appliances and the field of locomotive construction covered by this Cyclopedia includes the latest practice in American locomotive building. There has, in addition, been a remarkable development in the application of Diesel locomotives for switching and high-speed road service, both passenger and freight..."

In order that this book might be kept to a reasonable size, little except current practice is included. For information covering older locomotives and products, earlier editions should be consulted." Foreword, p. 5.

1944 Annual Report of the Car Service Division, Association of American Railroads. Washington, D. C., December 1944. 28 pp. Published by the Division, Washington 6, D. C. Available on request. "...the railroads are now handling about 2½ times the amount of freight traffic and more than four times the volume of passenger business that they did before the war. . . . The traffic has been handled without serious car shortages, or loss of any production time at factories, or loss of foodstuffs account spoilage, for want of transportation by rail.

When the final story is written of the miraculous performance of the railroads in World War II it is to be hoped that some student may find it possible to assemble material for a chapter on the merits of co-operation as against rationing or restrictive measures in getting the most out of the available supply of transportation equipment. It may be found that rationing begets selfishness, and a feeling that 'everyone must take care of himself'. In railroad transportation, by asking and getting the most wholehearted cooperation of all, the capacity of the machine has been stretched so that everyone was served, not only those who would be entitled to transportation under a rationing program, but the general public as well. Everyone connected with railroad transportation has participated in this cooperative effort—. . . ." (pp. 3-4)

Pan-American Railway Congress, Montevideo, Uruguay, November 1945—Plan of work [for the 5th Congress] prepared by the special technical commission and approved by the permanent international commissions. 30-IX-44. 4 pp. Published by Comision Internacional Permanente, Congreso Pa Americano de Ferrocarriles, Paseo Colon 185, Buenos Aires, Argentina.

Railroad Panorama, by A. C. Kalmbach. [6], 228 pp. Illus. Published by Kalmbach Publishing Co., Milwaukee 3, Wisconsin. \$2.75. "... If you enjoy reading this book it will have served its purpose. . . .

This is not a reference work, not a textbook by any stretch of the imagination. It is a book for the man who, like myself, just simply likes trains, enjoys looking at locomotives and riding the iron trail to wherever it may take him. . . . The 99 per cent of American railroading which cannot even be lightly touched within any limit of pages offers ample opportunity for the reader to continue beyond Chapter Last in the intriguing search for scenes of his own railroad panorama." (Foreword).

Railroad Records and Local History, by Richard C. Overton. A talk made on November 10, 1944 in Harrisburg, Penna. before the American Association for State and Local History. 13 mimeo. 1. "... Local history, then, not only illumines domestic events for the benefit of the local citizenry (as Morgan sought to do in his Harrisburg

history) but furnishes the grass-roots examples of trends that affect far more than the most generously-bounded local area. It provides a microcosm of the world at large and, at least in its implications, has, and should have, no boundaries...

... Let me summarize for a moment: I believe and shall assume that as local historians we are concerned with (1) gathering facts of domestic interest, (2) providing specific examples of given general movements or institutions, and (3) delving into the broader background of local events so that we may put them forthwith into their proper historical relationship. I propose now to serve these assumed interests in reverse order, considering the last-named first. Rather than proceed directly to a discussion of 'railroad records', then, let us try (1) to define, rather sketchily, the complex organism that we lump within the single word 'railroad' and (2) to illustrate various ways in which local history has been affected by railways. Then, perhaps, we shall be in a position (3) to suggest what records are of interest to the local historian, what shape they are in, and where they may be found... " (p. 2).

Railroads At War, by S. Kip Farrington, Jr. xviii, [1], 320 pp. Illus. Published by Coward-McCann, Inc., New York 19, N. Y. \$4.00. Introduction by James V. Forrestal, Secretary of the Navy, pp. xv-xvi, begins: "This brief introduction affords me an opportunity to express the Navy's appreciation to the American railroads for a job well done..."

75th Anniversary of the Westinghouse Air Brake Company—1869-1944—Commemorating Three-Quarters of a Century of Pioneering, by The Westinghouse Air Brake Company, Wilmerding, Pennsylvania. 57 pp. Illus., partly in color. Diagrams. Colored end-papers. *Chronology* pp. 52-57. 49

Trains Albums of Photographs: No. 5—Southern Railroads; No. 6—New England Railroads; No. 7—Electric Railways; No. 8—Pennsylvania Railroad; No. 9—New York Central Railroad. Published by Kalmbach Publishing Co., Milwaukee 3, Wisconsin. \$1.00 per album. no
10

Transportation in the Zone of the Interior. War Department Technical TM 55-205, dated 25 August 1944. viii, 186 pp. incl. Illus. and Facsim. For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. 35 cents. "This manual supersedes TM 10-370, 8 April 1941". Section IV. Railroad freight rates, accessorial charges and services, and equipment, pp. 21-38, includes map: Freight territories, pp. 22-23, and Alphabetical list of land-grant railroads, pp. 30-32. Section VI. Freight shipments by rail, pp. 56-74, includes: Considerations in ordering equipment, pp. 65-67, and Records of railroad freight shipments, pp. 69-70. Section VIII. Routing of freight, pp. 93-96. Section IX. Transportation of individuals and troops, pp. 97-131. Section XII. Transportation of explosives, pp. 143-150. Appendix I. Abbreviations, pp. 151-154. Appendix II. Traffic glossary, pp. 155-164. Appendix III. References, lists Mili-

tary, pp. 165-166; Nonmilitary, p. 166. Appendix IV. Forms required, pp. 167-168.

U. S. Army Service Forces. Annual report for the fiscal year 1944. 80 processed pp. Signed: Brehon Somervell, Lieutenant General Commanding. Transportation, pp. 33-38, includes: "... Within the United States, commercial carriers hauled over 95 million tons of Army traffic during the fiscal year ending 30 June 1944. ... Over 90 per cent was moved by rail. ... (pp. 35-36)

From 27 December 1943 to 18 January 1944, the Army Service Forces at the direction of the Secretary of War took over actual operation of the nation's railroads. Continued operation by the owners was threatened by strikes scheduled to begin on 30 December. ... Approximately 600 commissioned officers were assigned to work with individual carriers. ... " (pp. 36, 38)

U. S. Interstate Commerce Commission. 58th annual report... November 1, 1944. iii, 160 pp. For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. With paper cover: 25 cents; cloth binding: 75 cents. "Transportation under war conditions" pp. 1-5. "Government operation of carriers" pp. 10-11. "Rate bureaus and conferences" pp. 28-31, mentions (pp. 29-31): "... There have been two important developments this year which are of significance in connection with the application of the Sherman Antitrust suit to transportation agencies—..." "Standard-Time Zone Investigation" pp. 38-39, mentions: "... The three-way conflict between Federal, State, and municipal standards of time continues. ... Consideration should be given to the situation which will be brought about by the expiration of the act of January 20, 1942. ... "

Via Union Pacific, by American Locomotive Co., New York, cover-title, [16] pp. incl. Map, Illus., Charts, "... To the Union Pacific, as to other American railroads, the war has brought problems of unprecedented magnitude. ...

Along with men and methods, motive power has stood the test. ... The part played by the Union Pacific's freight locomotives is told in the following pages. ... " (p. 3). A note in box on p. 2, mentions: "... one of a series of studies picturing great locomotives in action, and recording outstanding chapters in the development of modern steam and Diesel-Electric motive power. ... "

ARTICLES AND PERIODICALS

Annual Statistical and Outlook Number, Railway Age, January 6, 1945. Its Vol. 118, no. 1: 1-138. Published by Simmons-Boardman Publishing Corporation, New York 7, N. Y. \$1.00 per copy. *Railway Outlook Section*, pp. 5-62, contains 18 articles on its varied phases.

General Review Section, pp. 63-81, 89, contains: *Canada's Railways weigh future*, by Railway Age's Correspondent at Ottawa, pp. 63-67; *Mexico's railways set new records*, by Our Correspondent in Mexico, pp. 68-69; *1944 railway OPERATIONS*, by Dr. Julius H. Parmelee, director, Bureau of Railway Economics, A. A. R. This will be reprinted when final figures become available later in the spring, as a special series bulletin of B. R. E., as has been the custom for several years. *Statistical Section*, pp. 82-122, contains 11 articles on finances, purchases, motive power, equipment, construction, signals, abandonments, telephone, telegraph, construction, motor transport, and equipment prices. *General News*, pp. 123-138.

The Business Man in American Folklore, by Kenneth Wiggins Porter. Bulletin of the Business Historical Society, November 1944, pp. 113-130. "... Perhaps the most significant thing about the business man in folklore is that he is far from an important figure in it... But he is there, and the very form and circumstances in which he appears have meaning... (p. 113) Railroad men who turn up in folklore, pp. 119-121, mentions (p. 120): "... No railroad man except the wastrel Jim Fisk was ever treated with real affection in song or story..."

Chicago Becomes the Nation's Railway Capital, by Richard C. Overton. I. Through rails to the Pacific; II. From Fair to Fair—the years of growth and hustle; III. Crisis, consolidation and planning before World War I; IV. World War I and the blueprints of modern railroading; V. The Dawn of the Diesel era; VI. World conflict and the answer to a challenge. Illustrated with pictures of some of the men who did the work. Journal of the Western Society of Engineers—Special Edition, December 1944—Dedicated to the Founders of the Society, pp. 15-41. Commemorates *75 Years of Engineering Achievements in the Midwest*. Foreword, by Ralph Budd, president, CB&Q, p. 15, points out: "Chicago is the railway center of America..."

The history of Chicago's railways reflects the industry's national development, and in fact provides its central theme...

The following article sketches the highlights of Chicago railways since 1869. Attention has been centered around the years 1869, 1893, 1914, 1934 and 1943, each of which was particularly significant in the history of railroading. This is a story of bold enterprise, hard work, and solid achievement; it is a story that gives us hope and encouragement for the future."

Colonel Sidney Bingham, U. S. A. Army. Railway Gazette, London, England, October 6, 1944, p. 336. "... in charge of supply and procurement for the invasion railway forces... Col. Bingham conceived, planned and supervised the establishment of a Transportation Corps depot for converting British railway equipment to meet military requirements, the assembly of American railway equipment received in dismantled form, and the storage of equipment for future operations. He designed and took charge of the conversion of British railway rolling

stock to U. S. A. Army Medical Corps hospital-train requirements. He also designed, and supervised the construction of a railway off-track emergency wrecking car, known as a 'breakdown lorry', which has been adopted as standard equipment by both British and U. S. A. railway operating units.

His latest accomplishments are his plan for the conversion, within four hours, of Continental rolling stock of any type into emergency ward coaches, and other ideas which are at the present time on the secret list. . . . Col. Bingham is the first American Army officer to receive full membership of the British Institution of Mechanical Engineers." Picture shows Col. Bingham "adjusting the case containing a complete stretcher, which he has designed."

The Corporation and the Historian, Bulletin of The Business Historical Society, December 1944, pp. 155-162. "The above was the subject of a session at the annual meeting of the American Economic History Association held in Princeton, New Jersey, late in September of the present year. The main paper was presented by Dr. Stanley Pargellis of the Newberry Library in Chicago. The discussion was led by Mr. Ralph Budd, president of the Burlington Lines, by Professor Colston Warne of Amherst College, and Professor Kent Healy of Yale University. Lively discussion followed from the floor. . .

Dr. Pargellis described his paper as being in the nature of a report on progress. . . (p. 155)

Mr. Budd shared with Dr. Pargellis his concern over the history of business and the business man. His own approach to the subject, he said, was 'that of a business man who is disturbed by inadequate and sometimes prejudicial use of facts and the possible effect upon the general welfare of conclusions based on misstatements. . . (p. 159)

Mr. Budd devoted most of his time to discussing business records and how the historian could be most effective in their use. . .

He made some practical suggestions for the historians working in railroad history. He considered how the historian could get effective experience from working a short time in a corporation. . .

He called particular attention to two types of records, made by officers having to do with physical improvements, which would be especially useful to the historian. These are the RFAs (Requests for Authority) and the AFEs (Authority for Expenditure) and the files which support them. Each of the AFEs 'is literally a piece of painstaking research,' some of them requiring months of careful study. 'A careful examination of these documents and the files which support them will I think come nearer to revealing the policy of the company as regards physical and technical improvements and service than will any other procedure'. . ." (pp. 161-162)

Cracker-Barrel Railroaders, by Harry Henderson and Sam Shaw. Collier's, January 13, 1945, pp. 16-17, 66. Illustrated with color photographs by the authors of officials, motive power and equipment and scenes along the "Belfast & Moosehead Lake Railroad, America's only

municipally owned and operated steam railway..." which at Burnham Junction, Maine, "connects with the Maine Central Railroad and the outside world...."

Engineering Designs for Post-War Locomotives, by Ralph P. Johnson, chief engineer in charge of locomotive design, Baldwin Locomotive Works. Railway Club of Pittsburgh, Penna. Official proceedings, October 1944, pp. 119-128. "... This subject should cover with equal emphasis—Steam, Diesel and Electrical Locomotives, but the picture is more stable with regard to Diesel and Electric, so I will have most to say about steam...." (p. 120).

France as the Second M. R. S. Saw It—A Report by an active participant... [Capt. Edmund J. Phillips, Jr., by direction of Brigadier General C. L. Burpee, commanding the 2nd M. R. S.]. Railway Age, January 20, 1945, pp. 194-197. Illustrated.

"This story begins on D-Day-Plus 11 and ends late in '44 on the German border. Here you will find full instructions on how to run a railroad without communications, without lights, with very little water and fuel but an abundance of power, with lots and lots of main line [8000 miles] —and practically speaking, no yard facilities (a deficiency which, it is rumored, was provided by the U. S. Army Air Forces)... " Italicized insert under title reads: "Any resemblance between military railroading on the continent and railroading back home is purely coincidental, accidental and illusory."

The Institute of Transport—Its beginning and achievements, by David R. Lamb. "Written at the request of the Council as a paper in celebration of the Institute's Silver Jubilee." Journal of the Institute of Transport, November 1944—Vol. 22, No. 1—Silver Jubilee Year 1944-1945, pp. 10-26. Illustrations and Facsimiles. "Premium Awards" p. 23. "Social Aspects" pp. 23-24. "Congresses and Tours" pp. 24-25. "Presidents and Their Addresses" pp. 25-26. "The Future" p. 26.

A Model Locomotive Museum? Railway Gazette, London, England, November 17, 1944, p. 475. Editorial inquiry as to its establishment, pointing out: "... A single building could house and display a large number of models,... With models, also, it would be possible to preserve for posterity the appearance of locomotive classes of which the last survivors have long since gone to the scrap heap...."

Passenger Progress Annual—Railway Age, November 18, 1944. Its Vol. 117: 749-802 incl. Illustrations and tables, and 188 advertising pages contributing to the subject of the issue. Includes: passenger CARS for the years ahead, pp. 762-766; passenger POWER for the future, pp. 767-789; outlook for STREAMLINERS, pp. 770-771, has "A list of America's present streamliners..."; another year of ACHIEVEMENT—records for volume of passenger traffic handled continue to go by the boards, pp. 778-782; TROOP TRAFFIC still heavy, pp. 783-785.

Prefabricated Ports—British achievement in Normandy—general features of scheme. Illustrated. Modern Transport, London, England, October 28, 1944, pp. 17, 20. "...for use on the Normandy beaches immediately after D-Day... It was estimated that a water area larger than Dover Harbour would have to be enclosed and that for 90 days an average of 2,500 vehicles of all types and 12,500 tons of stores would have to be handled daily... In the operations the first arrivals on the far shore were the blockships... They were sunk by explosive charges... This was completed successfully by D plus 5, and provided valuable shelter on the beaches. Meanwhile the concrete caissons, floating breakwaters and piers (these requiring delicate handling) were being towed across at an average speed of four knots, the distance being over 100 miles... Prefabrication was carried out all over the country...; assembly was carried out at Richborough and Southampton in Army depots..."

Railroad Research, by G. M. Magee. Journal of the Western Society of Engineers, December 1944, pp. 316-324. Paper presented November 6, 1944. "...First I want to say that research, at least my conception of research, is being carried on today to some extent by every single railway and by every single railway supply company. In addition, the railways collectively conduct research through the medium of the Association of American Railroads and the supply companies through their various associations..." (p. 316)

The Society's New Map of Soviet Russia. The National Geographic Magazine, December 1944, pp. 716-718. "...40 x 25 inches. It is the first and only available modern detailed map of Soviet Russia with place names in English... Shows Russia's railroad system and network of automobile highways... "Map accompanied this issue. Separates can be obtained from The National Geographic Society, Dept. C-K, Washington 6, D. C., by mail. Price: paper maps: 50 cents in U. S. possessions, 75 cents elsewhere; linen maps: \$1.00, or \$1.25 each.

Traffic Department Activities in the Present War Effort, by W. G. Peoples, freight traffic manager, Southern Pacific. Pacific Railway Proceedings, July 1944, pp. 6-11. "...When I speak of the Traffic Department, I mean... the Traffic Department of every railroad; for I am sure that what has happened to us has happened in some degree in every railroad in the country. And this may be said with equal effect for the Passenger Traffic Departments..." (p. 6)

From the beginning of the emergency, the Traffic Department has had one almost invulnerable enemy and two very definite objects...

You all know this enemy I speak of and dread him as much as I do. His name is Lost Car Days. One of our objectives, one of the things we must do is to smash him... (p. 7)

We got away to a pretty good start on the job of handling the tremendous load of traffic required by the armed forces. That was mainly because we had done a lot of worrying about what was going to happen before it did happen.

We could pretty well guess what was going to happen to us and quite a while before that Sunday morning of December 7, 1941, we had a plan.

When a few hours after the news came, Mr. Mercier gave the word that traffic for the armed forces must have preference over everything else, that plan went into action.

The Traffic Department set up a military bureau to handle this traffic exclusively... Our bureau established and maintained liaison between itself and the Army and Navy. We worked "round the clock..." (p. 9)

Under this heading, I have been requested by Mr. Robert W. Hill, Keeper of Manuscripts of the New York Public Library of New York City to announce the following:

All railroad fans will be interested in the recent accession of the Manuscript Division of the New York Public Library of a descriptive catalogue of the Phillimore Collection of books, autograph letters, prints and pictures, pottery, porcelain, glass and other ephemera relating to British railways and locomotives. Early Bradshaws and complete series of company reports and similar pamphlets make up noteworthy sections of it. Indeed, the late John Phillimore, of London, had the largest collection of this kind in private hands and upon his death it was put up for sale at Southey & Co., on June 8, 1943.

Item 316 in the sale was a typewritten catalogue, the work of the collector himself, containing all the historical notes he could find relating to each item. With the earliest piece on each Railway he gave an epitomized history of the line. Bibliographers will find that he was equally concerned and informative regarding descriptive points for them. The resultant 1,200 pages of finished and well-organized data, now boxed in three suitable slip-cases, should save students, collectors and railroadians in general, a great deal of uncertainty or duplicate research effort.

Although it is true that there is only a mild interest in the British railways in this country, which may be increased at the close of this war, it is good to learn of this accession and we appreciate the thought of Mr. Hill in advising us for the benefit of our membership.

Annual Meeting

The Annual Meeting of this Society was held in the Hotel Bellevue, Beacon St., Boston, Massachusetts, on May 6th, 1945, with Directors Becker, Fisher, Fogg, Jacobs, Merrill and Walker from Boston and vicinity, Gaynor, Hungerford and Schmid from New York present and Porter Atherton and Donald T. Clark, guests.

The reports from the officers, as printed in the annual report were approved. Mr. Walker presented an interesting report on the condition of our membership and Mr. Merrill presented his report, both of which were accepted.

Mr. Hungerford outlined what had been accomplished towards a railroad museum and with the close of this war perhaps something can be done.

With the approach of the 25th anniversary of the Society, it was voted to hold a dinner to celebrate this event, in New York City and Messrs. Hungerford, Gaynor and Schmid were appointed a committee on arrangements.

In view of the increasing membership the Directors created three new offices, that of Resident Vice President. It was felt that the younger men, who had demonstrated their ability in the work in our chapters should fill these offices. In the discussion that followed, their duties were clearly defined and the present set-up between chapter and parent organization will not be disturbed, nor will these newly created offices change the present arrangement of the various Representatives in the Society but they will hold themselves in readiness to serve the interests of the Society and the chapter in their immediate vicinity. Your Directors appointed William T. Gaynor, D. W. Yungmeyer and Gilbert Kneiss to fill these offices and Gerald M. Best to succeed Mr. Kneiss as Pacific Coast Representative.

The following gentlemen were elected to serve as Directors of this Society until May, 1946; George P. Becker, Dr. Arthur H. Cole, Charles E. Fisher, Walter R. Fogg, Edward Hungerford, Warren Jacobs, John W. Merrill, Robert C. Schmid, Harold S. Walker and Sidney Withington.

Immediately following the Annual Meeting, the Directors elected the following to serve as officers until the next Annual Meeting: Charles E. Fisher, President; Sidney Withington, Vice President; Warren Jacobs, Secretary; Harold S. Walker, Assistant Secretary and George P. Becker, Treasurer.

The Directors again commended the efforts of our officers during the past year.

The meeting adjourned at 4:15 P.M.

May 9th, 1945.

WARREN JACOBS, Secretary

